Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning
Transportation Committee Agenda
Friday May 15, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

1.0 Call to Order and Introductions **9:30 AM**
Luann Hamilton, Committee Chair

2.0 Agenda Changes and Announcements
This is reminder that next meeting is scheduled June 12, 2009 at 10:00 a.m. at Argonne National Laboratory Transportation Research and Analysis Computing Center (TRACC), 2700 International Drive, West Chicago, IL 60185. Please note that the meeting time has changed from **9:30** a.m. to **10:00** a.m.

3.0 Approval of Minutes
The draft minutes from the April 24, 2009 meeting are attached.

ACTION REQUESTED: Approval of minutes of the April 24, 2009 meeting.

4.0 Coordinating Committee Reports
An update will be given on the Planning Coordinating Committee's May 13th meeting

ACTION REQUESTED: Informational

5.0 RTA Update
This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics.

ACTION REQUESTED: Discussion

6.0 Transportation Improvement Program (TIP) – Holly Ostdick

6.1 Transportation Improvement Program Revisions
Approvals of TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and Revisions are attached. Included in the attachment are some of the projects proposed to be funded through the ARRA.

ACTION REQUESTED: Approval of TIP revisions exceeding amendment threshold.

7.0 *GO TO 2040*

7.1 Evaluation Measures for Major Transportation Capital Projects – Ross Patronsky

Attached is a list of draft recommended evaluation measures for major transportation capital projects. These have been modified since the April meeting in response to the committee's comments, and a recommendation for endorsement is requested.

ACTION REQUESTED: Recommendation for endorsement to Planning Coordinating Committee and MPO Policy Committee

7.2 Financial Plan – Matt Maloney

The *GO TO 2040* plan will need to address the financing of the plan's recommendations, and in the case of its transportation elements, it also must comply with federal regulations concerning financial constraints. Staff will describe initial work underway to establish revenue projections and estimate costs of system maintenance and preservation.

ACTION REQUESTED: Discussion

7.3 Public Engagement – Erin Aleman

The primary public outreach activities for *GO TO 2040* will occur during summer 2009. Much of this work will be done using an interactive software which demonstrates the effects of policy and investment choices on key outcomes. Staff will provide a brief demonstration of the interactive software.

ACTION REQUESTED: Discussion

7.4 Scenario Evaluation – Bob Dean

Three alternative scenarios have been developed and are now being evaluated. Staff will describe the evaluation process and results to date. If time does not permit the committee to discuss the scenario elements and results as fully as desired, an informal follow-up meeting will be scheduled.

ACTION REQUESTED: Discussion

8.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

9.0 Other Business

10.0 Next Meeting

The next meeting is scheduled June 12, 2009 at 10:00 a.m. at Argonne National Laboratory Transportation Research and Analysis Computing Center (TRACC), 2700 International Drive, Suite 201, West Chicago, IL 60185, www.tracc.anl.gov.

11.0 Adjournment

Transportation Committee Members:

_____	**Charles Abraham**	_____	**Fran Klaas**	_____	**Joe Schofer**
_____	**Thomas Cuculich****	_____	**Don Kopec**	_____	**Peter Skosey**
_____	**Rocky Donahue**	_____	**Paul Losos**	_____	**Dick Smith**
_____	**John Donovan*****	_____	**Jan Metzger**	_____	**David Simmons**
_____	**John Fortmann**	_____	**Arlene Mulder**	_____	**Steve Strains**
_____	**Bruce Gould**	_____	**Randy Neufeld**	_____	**Vonu Thakuriah**
_____	**Rupert Graham, Jr**	_____	**Jason Osborn**	_____	**Paula Trigg**
_____	**Jack Groner**	_____	**Leanne Redden**	_____	**David Werner*****
_____	**Luann Hamilton***	_____	**Thomas Rickert**	_____	**Ken Yunker**
_____	**Robert Hann**	_____	**Mike Rogers**	_____	**Tom Zapler**
				_____	**Rocco Zucchero**
	***Chair**		****Vice-Chair**		*****Non-voting**

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning

Transportation Committee Agenda
Draft Minutes
April 24, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Members Present: Chair - Luann Hamilton – CDOT, Patricia Berry - CMAP, Maria Choca-Urban – CNT , John Donovan – FHWA, John Fortmann - IDOT District One, Rupert Graham – Cook County, Henry Guerriero– Illinois Tollway, Robert Hann – Private Providers, David Kralik- Metra, Christina Kupkowski - Will County, John Loper – DuPage County, Arlene J. Mulder – Council of Mayors, Les Nunes – IDOT OPP, Heidi Files - Kane/Kendall County, Joe Schofer - Northwestern University, David Simmons - CTA, Peter Skosey – Metropolitan Planning Council, Paula Trigg – Lake County, David Werner – FTA - USDOT Chicago Metro Office, Sidney Weseman - RTA

Members Absent: Chuck Abraham - IDOT- DPIT, Bill Brown – NIRPC, Rocky Donahue – Pace, Randy Neufeld - Bicycle and Pedestrian Task Force, Jason Osborn - McHenry County, Mike Rogers - IEPA , Steve Strains – NIPRC, Vonu Thakuriah - UIC-UTC, Ken Yunker – SEWRPC, , Tom Zapler – Class 1 Railroad Companies,

Others Present: Kristen Bennett, Len Cannata, Bruce Christensen, Kama Dobbs, Darlene Hale, Colleen Gannon, Pete Godowski, Kindy Kueller, Jamy Lyne, Hugh O'Hara, Mike Payne, Chad Riddle, David Seglin, Sarah Sherburn, Vicky Smith, Chris Staron, Mike Sullivan, Emily Tapia-Lopez, Mike Walczak, Jan Ward, Justin Wier, Tammy Wierciak,

Staff Present: Bob Dean, Teri Dixon, Roseann O'Laughlin, Holly Ostdick, Ross Patronsky, Russell Pietrowiak, Joy Schaad

1.0 Call to Order and Introductions

Luann Hamilton, Committee Chair, called the meeting to order. In order to assist the Federal Highway Administration in satisfying guidance on their reporting of public discussions related to the American Recovery and Reinvestment Act, Ms. Hamilton asked if there were any persons in attendance at this public meeting who are registered federal lobbyists as defined by the Lobbying Disclosure Act of 1995. There were no lobbyists as defined by the Lobbying Disclosure Act of 1995 present.

2.0 Agenda Changes and Announcements

There were no agenda changes. Ms. Hamilton announced that Chicago Wilderness, The Delta Institute and CMAP were having a Transportation and Environmental Collaboration Luncheon Presentation on New Regional Environmental Resources for Transportation Professionals on Friday May 15, 2009 from noon till 2 pm at the CMAP offices which may be rescheduled.

3.0 Approval of Minutes

On a motion, Ms. Trigg, seconded by Mr. Guerriero, the March 6, 2009 minutes were approved.

4.0 Coordinating Committee Reports

Ms. Hamilton briefed the TC on the March 11, 2009 Planning Committee meeting. Staff updated the Planning Committee about alternative scenarios, preservation, reinvestment and innovation. Public engagement activities are planned for this summer using a tool called MetroQuest. Alignment of federal policy and *GOTO 2040* was a topic of discussion. The gaps that do exist, such as little attention to freight, the link between land use and transportation, and the importance of metropolitan regions in the nation's future were discussed. At the Programming Coordinating Committee meeting the committee recommended the draft DRI process for a two year trial period to the CMAP Board for approval.

5.0 RTA Update

Mr. Weseman informed the committee that the RTA has decided to have a call for projects for RTA programs. The ICE program is not being funded this year because of the current financial situation. The current financial woes have caused a reduction in public funding for the service boards; therefore due to lower sales tax returns there will be revised marks for each of the service boards. The marks will be discussed by the service boards at their upcoming meetings.

6.0 American Reinvestment and Recovery Act of 2009 (ARRA)

Extensive general reporting has begun on the ARRA funds. Project detailed reporting has yet to begin since most projects have just been let. Contractors will begin to give further details about the job creation and actual hours of work for each project. Between the April 3 and April 24 letting over 96 projects have been let totaling about $215 million. Mr. Fortmann reminded the committee that the Recovery Act will not cover all the work that needs to be done. He further stated that the mini-capital bill would be helpful but there is still more work to be done. Mr. Nunes also told the committee that the state of Illinois is well on its way to spending the funding allocated. There has been a national trend that bids are coming in lower than expected. He stated it would be advantageous for the region and may mean more projects will be funded.

7.0 Transportation Improvement Program (TIP) – Holly Ostdick

7.1 Transportation Improvement Program (TIP Revisions)

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. The four reports with amendments and revisions were posted on the web site for a seven day public comment period and no comments were received.

On a motion by Mr. Nunes seconded by Mayor Mulder, the not exempt and exempt project amendments were amended into the TIP. Vote: All Ayes. Motion Carried.

7.2 Updating Attachment A

Ms. Ostdick requested that additional fund sources including the ARRA fund source categories be added to Attachment A in TIP. Those fund sources include:

Fund Source	Description
CTEF	County Empowerment Funds
EnRA	American Recovery and Reinvestment-Enhancement
EQB	Equity Bonus
HRA	American Recovery and Reinvestment-Highway
LRA	American Recovery and Reinvestment-Local
TRA	American Recovery and Reinvestment-Transit
TRA5309	American Recovery and Reinvestment - 5309

On a motion by Mayor Mulder seconded by Mr. Guerriero, the fund sources were updated in Attachment A of the TIP. Vote: All Ayes. Motion Carried.

8.0 *GO TO 2040*

8.1 Major Capital Projects

Mr. Patronsky reviewed the individual measures with the Committee. He said that the indicators have more than one numeric or qualitative measure to assess their impacts.

In response to Committee questions, he stated that the evaluation measures have as their primary focus evaluating systems of transportation projects against the preferred scenario. They will also be used to evaluate the impacts of individual projects, but individual projects will not be assigned a composite score for ranking and individual project selection. .

Committee members expressed an interest in using level of service; capacity, volumes and freight capacity as measures. Mr. Patronsky noted that these measures characterized the "input" to the models, not the outcomes of the projects. Committee members felt that characterizing projects and systems of projects was a useful addition to the measures.

Committee members voiced concern about removing facility analysis from the evaluation measures. It was agreed that facility condition be restored to the list of measures.

Mayor Mulder asked how the measures will be shared with local communities. Mr. Patronsky replied that, during the summer outreach meetings, information about evaluation measures and projects identified for possible inclusion in the Plan will be shared with attendees. Further discussion will be held at the May meeting.

8.2 Scenario Analysis

Mr. Dean informed the committee that scenario evaluation was underway and that significant time would be given to this topic at the May meeting. To provide a sample of how the evaluation of strategies within scenarios was being conducted, one strategy related to improving conditions for pedestrians and bicyclists was presented.

9.0 Unified Work Program (UWP) FY10

Mr. Maloney requested that the committee release the proposed UWP program for FY2010 for public comment.

On a motion by Mayor Mulder seconded by Mr. Guerriero, the FY 2010 UWP program was released for a 30 day public comment. Vote: All Ayes. Motion carried.

10.0 Public Comment

Mr. Payne expressed concern about the transportation plan for the central, southeast, and museum corridors of the city of Chicago, especially if the Olympics are held here. He stated that the athletes, coaches, trainers and press would have transportation, but his concern was the attendees and the workers. He stated that the Gray Line is an excellent alternative to access this area. He stated that having the Gray Line built and running would cost $100 million. He continued to state that a universal fare card would help as would alternative construction of a new CTA line.

Ms. Hale asked what will be done to improve services for paratransit. She stated that paratransit services needed to be improved and made more customer friendly.

11.0 Other Business

12.0 Next Meeting

The next meeting is scheduled May 15, 2009 at 9:30 a.m. in the Cook County Room. This meeting will focus on ***GO TO 2040.***

13.0 Adjournment

A motion was made and seconded for adjournment.

Transportation Committee Members

	Charles Abraham		**Fran Klaas**		**Joe Schofer**
	Thomas Cuculich**		**Don Kopec**		**Peter Skosey**
	Rocky Donahue		**Paul Losos**		**Dick Smith**
	John Donovan***		**Jan Metzger**		**David Simmons**
	John Fortmann		**Arlene Mulder**		**Steve Strains**
	Bruce Gould		**Randy Neufeld**		**Vonu Thakuriah**
	Rupert Graham, Jr		**Jason Osborn**		**Paula Trigg**

_____	**Jack Groner**	_____	**Leanne Redden**	_____	**David Werner*** **
_____	**Luann Hamilton***	_____	**Thomas Rickert**	_____	**Ken Yunker**
_____	**Robert Hann**	_____	**Mike Rogers**	_____	**Tom Zapler**
				_____	**Rocco Zucchero**
	***Chair**		****Vice-Chair**		*****Non-voting**

Non-Exempt Projects Requiring a TIP Amendment

Transportation Committee Meeting of May 15, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-04-0015 IDOT-DOH DISTRICT 3	CHANGE PROJECT		$5,400	$5,400	999.99%	Yes	Yes

BRISBIN RD AT I- 80 0 (GRUNDY/MORRIS) APPROX 3 MILES EAST OF MORRIS

Project Work Types After Revision: INTERCHANGE - NEW

Financial Data Before Revision

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-II	10	$410	$0		
NHS	CONSTRUCTION	11	$6,000	$5,400		

09-08-0044 IDOT-DOH DISTRICT 3	CHANGE PROJECT	$960	$0	($960)	-100.00%	Yes	Yes

US 34 0 0 US 34 FROM GLETTY ROAD (KENDALL) TO CHILTON WAY (KENDALL)

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
HPP	ENGINEERING-I	09	$600	$480		
HPP	ENGINEERING-I	09	$600	$480		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-I	10	$275	$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILL	ENGINEERING-II	MYB	$830	$0		

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-06-0015	**IDOT-DOH DISTRICT 1**	CHANGE PROJECT	$416	$9,205	$8,789	2112.74%	Yes	No

CICERO AVE TRAFFIC SIGNALS VARIOUS LOCATIONS 207TH ST;VILLAGE COMMONS; US 30 & RIDGELAND AVE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	HPP	CONSTRUCTION	10	$170	$136	1773270000; S-MOD AT US30 @	
	HPP	CONSTRUCTION	09	$350	$280	MATCH W ILL 1772270000 NEW	
Financial Data After Revision	HPP	CONSTRUCTION	09	$350	$280	MATCH W ILL 1772270000 NEW	
	STP-U	CONSTRUCTION	09	$270	$105	MATCH W ILL 1772270000 NEW	
	HPP	CONSTRUCTION	10	$9,800	$8,820	1773270000; S-MOD I-80: CENTE	

09-09-0040	**IDOT-DOH DISTRICT 3**	NEW PROJECT			$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Financial Data After Revision	ILL	ENGINEERING-I	10	$900	$0	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILL	ENGINEERING-II	MYB	$500	$0	

09-09-0039	**IDOT-DOH DISTRICT 3**	NEW PROJECT			$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Financial Data After Revision	ILL	ENGINEERING-I	10	$600	$0	
	ILL	ENGINEERING-II	12	$600	$0	

Totals for	**5 Projects**	**$1,376**	**$14,605**	**$13,229**	**961.4%**	

Exempt Projects Requiring a TIP Amendment

Transportation Committee Meeting of May 15, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
11-06-0037 IDOT-OP&P	CHANGE PROJECT	$366	$361	($5)	-1.37%	No	Yes

BIKE FAC-CARY PARK DISTRICT-CARY COMMUNITY TRL FROM CARY GROVE PARK (MCHENRY/CARY) TO RAWSON BRIDGE RD (MCHENRY/CARY) AND VARIOUS LOCATIONS

Project Work Types After Revision: BICYCLE FACILITY

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost		Segment	Awarded
Financial Data Before Revision	STP-E	IMPLEMENTATION	09	$457	$366	102172		
Financial Data After Revision	STP-E	ENGINEERING-II	09	$41	$34	102172		
	STP-E	CONSTRUCTION	10	$756	$327	102172		

01-98-0031 CITY OF CHICAGO DOT	CHANGE PROJECT	$1,501	$1,501	$0	0.00%	No	Yes

CHICAGO AV AT HALSTED FROM MILWAUKEE AV (COOK/CHICAGO) TO CHICAGO RIVER BRIDGE (COOK/CHICAGO)

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-L	ENGINEERING-I	09	$876	$701		
	STP-L	ENGINEERING	09	$1,000	$800		
Financial Data After Revision	STP-L	ENGINEERING-I	09	$876	$701		
	STP-L	ENGINEERING-II	10	$1,000	$800		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-96-0045 CITY OF CHICAGO DOT	CHANGE PROJECT	$11,182	$15,976	$4,794	42.87%	Yes	No

LARAMIE AVENUE AT POLK STREET (COOK)

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ICC	CONSTRUCTION	09	$2,000	$0		
STP-L	ROW ACQUISITION	09	$100	$80		
STP-L	ENGINEERING	09	$320	$256		
STP-L	CONSTRUCTION	09	$13,558	$10,846		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ICC	CONSTRUCTION	09	$2,000	$0		
STP-L	ROW ACQUISITION	09	$100	$80		
STP-L	ENGINEERING	09	$270	$216		
STP-L	CONSTRUCTION	09	$19,600	$15,680		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-00-0031 SOUTH SUBURBAN COM	CHANGE PROJECT	$129	$129	$0	0.00%	No	Yes

CENTRAL AVE FROM VOLLMER RD (COOK) TO US 30 0 LINCOLN HIGHWAY (COOK)

Project Work Types After Revision: BICYCLE FACILITY
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-II	09	$185	$129		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-I	09	$185	$129		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

STP-L	CONSTRUCTION	MYB	$975	$683		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-4200 METRA	CHANGE PROJECT	$6,040	$9,312	$3,272	54.17%	Yes	No

YARDS, SHOPS, FACILITIES REGIONWIDE

Project Work Types After Revision: VEHICLE FACILITY - MAINTENANCE
FACILITY - SHOP FACILITIES/EQUIPMENT
FACILITY - TOWERS AND YARDS

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5307	IMPLEMENTATION	09	$4,550	$3,640		
5309B	IMPLEMENTATION	09	$3,000	$2,400		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5307	IMPLEMENTATION	09	$4,550	$3,640		
5309B	IMPLEMENTATION	09	$7,090	$5,672		
ILLT	IMPLEMENTATION	10	$49,860	$0	al-405, an-411	
ILLT	IMPLEMENTATION	11	$37,760	$0	al-405, an-411	
ILLT	IMPLEMENTATION	12	$26,310	$0	al-405, an-411	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILLT	IMPLEMENTATION	MYB	$98,870	$0	al-405, an-411	

18-09-7410 METRA	CHANGE PROJECT	$1,891	$4,459	$2,568	135.80%	Yes	Yes

Project Support Activities

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5307	IMPLEMENTATION	12	$819	$655	P-741	
5307	IMPLEMENTATION	11	$787	$630	P-741	
5307	IMPLEMENTATION	10	$757	$606	P-741	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5309B	CONSTRUCTION	09	$3,210	$2,568	4341	
5307	IMPLEMENTATION	10	$757	$606	P-741	
5307	IMPLEMENTATION	11	$787	$630	P-741	
5307	IMPLEMENTATION	12	$819	$655	P-741	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-98-0251 METRA	CHANGE PROJECT	$108,000	$119,200	$11,200	10.37%	Yes	No

METRA - Bridges on North line of UPR FROM Fullerton Ave (COOK/City of Chicago) TO Balmoral Ave (COOK/City of Chicago)

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	5309B	IMPLEMENTATION	12	$25,000	$20,000		
	5309B	IMPLEMENTATION	11	$30,000	$24,000	2112	
	5309B	IMPLEMENTATION	10	$30,000	$24,000	2112	
	TRA	IMPLEMENTATION	09	$700	$700	2112 - ARRA	
	TRA5309	IMPLEMENTATION	09	$39,300	$39,300	2112 - ARRA	
Financial Data After Revision	5309B	IMPLEMENTATION	09	$14,000	$11,200	2112	
	TRA	IMPLEMENTATION	09	$700	$700	2112 - ARRA	
	TRA5309	IMPLEMENTATION	09	$39,300	$39,300	2112 - ARRA	
	5309B	IMPLEMENTATION	10	$30,000	$24,000	2112	
	5309B	IMPLEMENTATION	11	$30,000	$24,000	2112	
	5309B	IMPLEMENTATION	12	$25,000	$20,000		

12-09-0042 WILL COM	CHANGE PROJECT	$398	$1,969	$1,571	394.72%	Yes	No

FAU 359 0 0 draper ave FROM FAU 749 0 woodruff (WILL/Joliet) TO FAU 297 0 us 6 (WILL/Joliet)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	LRA	CONSTRUCTION	09	$398	$398		
Financial Data After Revision	LRA	CONSTRUCTION	09	$1,969	$1,969		

12-09-0053 WILL COM	CHANGE PROJECT	$117	$349	$232	198.29%	Yes	No

FAU 315 0 0 Haven Avenue FROM FAU 367 0 Gougar (WILL/New Lenox) TO FAU 368 0 Vine (WILL/New Lenox)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	LRA	CONSTRUCTION	09	$117	$117		
Financial Data After Revision	LRA	CONSTRUCTION	09	$349	$349		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-09-0026 SOUTHWEST COM	CHANGE PROJECT	$225	$518	$293	130.22%	Yes	No

Cicero, 135th, & Kostner Ave FROM 135th/Cicero Ave (COOK/Crestwood) TO Midlothian Turnpike (COOK/Crestwood)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	LRA	CONSTRUCTION	09	$225	$225		
Financial Data After Revision	LRA	CONSTRUCTION	09	$225	$225		
	STP-L	CONSTRUCTION	09	$418	$293		

01-98-0038 CITY OF CHICAGO DOT		CHANGE PROJECT	$120,105	$105,223	($14,882)	-12.39%	Yes	No

CITYWIDE - CHICAGO - VARIOUS LOCS FROM (COOK/City of Chicago) TO (COOK/City of Chicago)

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
ADA - FACILITY IMPROVEMENTS

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	LRA	CONSTRUCTION	09	$53,865	$53,865	AR 47, 48, 49 & 50	
	STP-L	ENGINEERING	09	$2,800	$2,240		
	STP-L	CONSTRUCTION	09	$80,000	$64,000	AR 51, 52, 53 & 54	
Financial Data After Revision	LRA	CONSTRUCTION	09	$5,819	$5,819	AR 50	
	LRA	CONSTRUCTION	09	$11,528	$11,528	AR 49	
	LRA	CONSTRUCTION	09	$7,027	$7,027	AR 48	
	LRA	CONSTRUCTION	09	$10,100	$10,100	AR 47	
	LRA	CONSTRUCTION	09	$19,391	$19,391	ADA Facility Imp AR 47, 48, 49, 5	
	STP-L	ENGINEERING	09	$2,800	$2,240		
	STP-L	CONSTRUCTION	09	$61,397	$49,118	AR 51, 52, 53 & 54	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-08-0026 CITY OF CHICAGO DOT	CHANGE PROJECT	$1,853	$1,853	$0	0.00%	No	Yes

FULLERTON AVE FROM ASHLAND AVE (COOK/CHICAGO) TO SOUTHPORT (COOK/CHICAGO)

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-E	ENGINEERING-I	09	$335	$268		
	STP-E	CONSTRUCTION	10	$1,965	$1,585		
Financial Data After Revision	STP-E	ENGINEERING-II	09	$335	$268		
	STP-E	CONSTRUCTION	10	$1,965	$1,585		

05-00-0101 WEST CENTRAL COM	CHANGE PROJECT		$837	$837	999.99%	Yes	Yes

GILBERT AVE FROM 47TH AVE (COOK) TO 55TH AVE (COOK) ALSO IN LA GRANGE

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
ADA - FACILITY IMPROVEMENTS

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision							
Financial Data After Revision	LRA	CONSTRUCTION	10	$930	$837		

10-06-0001 CMAP	CHANGE PROJECT	$682	$1,873	$1,191	174.63%	Yes	Yes

EVERETT RD AT RIVERWOODS (LAKE/METTAWA) EVERETT RD AND RIVERWOODS RD ROUNDABOUT

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	IMPLEMENTATION	09	$853	$682	ENG2/ROW/CONST	
Financial Data After Revision	CMAQ	ROW ACQUISITION	09	$147	$118		
	CMAQ	ENGINEERING-II	09	$149	$119		
	CMAQ	CONSTRUCTION	10	$2,045	$1,636	includes E3	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-09-0007 SOUTH SUBURBAN COM	CHANGE PROJECT		$193	$193	999.99%	Yes	Yes

SCHOOL ST FROM 138TH ST (COOK/RIVERDALE) TO 142ND ST (COOK/RIVERDALE)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision	STP-L	CONSTRUCTION	09	$276	$193	Includes E3

06-06-0048 IDOT-DOH DISTRICT 1	CHANGE PROJECT	$0	$9,008	$9,008	999.99%	Yes	Yes

SOUTHWEST HWY AT RIDGELAND AVE (COOK/CHICAGO RIDGE) OVER B&O RR, STONY CREEK

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING	10	$1,034	$0	173777	
ILL	CONSTRUCTION	10	$11,500	$0	173777	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
BRR	CONSTRUCTION	09	$100	$80	1737770217/BEAM FAB.	
BRR	CONSTRUCTION	09	$11,500	$8,928	1737770200	
ILL	ENGINEERING	09	$600	$0	1737770204	

04-07-0003 NORTH CENTRAL COM	CHANGE PROJECT	$1,162	$1,085	($77)	-6.63%	No	Yes

JACKSON BOULEVARD FROM DES PLAINES AVENUE (COOK/FOREST PARK) TO IL 43 0 HARLEM AVENUE (COOK/FOREST PARK) CHRISTOPHER B. BURKE, ENG. - PHIL SANTOS (847

Project Work Types After Revision: HIGHWAY/ROAD - CURB AND GUTTER
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-II	09	$110	$77		
STP-L	CONSTRUCTION	09	$1,550	$1,085		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	09	$1,550	$1,085		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-09-0003 IDOT-DOH DISTRICT 1	CHANGE PROJECT	$0	$6,559	$6,559	999.99%	Yes	Yes

IL 53 0 0 FROM FORKED CREEK (WILL) TO US 52 0 (WILL)

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS
SAFETY - PAVEMENT MARKING
SAFETY - GUARDRAILS
SAFETY - SHOULDER IMPROVEMENTS
SIGNALS - MODERNIZATION

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	ILL	CONSTRUCTION	09	$7,288	$0	1781170000	
Financial Data After Revision	HSIP	CONSTRUCTION	09	$7,288	$6,559	1781170000	

13-09-0021 IDOT-DOH DISTRICT 1	NEW PROJECT			$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Financial Data After Revision	ILL	CONSTRUCTION	09	$2,000	$0	1789000003

13-09-0022 IDOT-DOH DISTRICT 1	NEW PROJECT			$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Financial Data After Revision	ILL	CONSTRUCTION	09	$2,000	$0	1789000006

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
13-09-0023	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Financial Data After Revision						
ILL	CONSTRUCTION	09	$2,000	$0	1789000005	

10-09-0043	**IDOT-DOH DISTRICT 1**	NEW PROJECT	$660	$660	999.99%	Yes	Yes

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Financial Data After Revision						
NHS	CONSTRUCTION	09	$825	$660	1770290016	

12-09-0028	**IDOT-DOH DISTRICT 1**	NEW PROJECT	$284	$284	999.99%	Yes	Yes

Project Work Types After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

OTH	CONSTRUCTION	10	$284	$284	1772720000

06-09-0046	**IDOT-DOH DISTRICT 1**	NEW PROJECT	$2,400	$2,400	999.99%	Yes	Yes

Project Work Types After Revision: BRIDGE/STRUCTURE - PAINT
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision						
NHS	CONSTRUCTION	11	$3,000	$2,400	1702030000	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-09-0038	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$600	$600	999.99%	Yes	Yes

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data Before Revision

Financial Data After Revision	STP-U	CONSTRUCTION	11	$700	$600	1772050000

12-09-0072	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Financial Data After Revision	ILL	CONSTRUCTION	09	$2,000	$0	1789000001

13-09-0019	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Financial Data After Revision	ILL	CONSTRUCTION	09	$2,000	$0	1789000002

13-09-0020	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$0	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - PAVEMENT PATCHING

Financial Data Before Revision

Financial Data After Revision	ILL	CONSTRUCTION	09	$2,000	$0	1789000004

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
07-09-0037	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$800	$800	999.99%	Yes	Yes

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Financial Data After Revision	NHS	CONSTRUCTION	11	$1,000	$800	1702090000

11-11-1111	**CITY OF CHICAGO DOT**	NEW PROJECT		$800	$800	999.99%	Yes	Yes

Project Work Types After Revision: FACILITY - REVENUE COLLECTION EQUIPMENT

Financial Data Before Revision

Financial Data After Revision	NHS	CONSTRUCTION	10	$1,000	$800	

03-09-0046	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$0	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision	ILL	CONSTRUCTION	11	$850	$0	1702010000

03-09-0047	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$3,000	$3,000	999.99%	Yes	Yes

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Financial Data After Revision	BRR	CONSTRUCTION	11	$3,750	$3,000	1702540000

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-09-0048	**IDOT-DOH DISTRICT 1**	NEW PROJECT		$320	$320	999.99%	Yes	Yes

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Financial Data After Revision	STP-U	CONSTRUCTION	12	$400	$320	1774280000

01-06-0042	**CITY OF CHICAGO DOT**	NEW PROJECT		$2,400	$2,400	999.99%	Yes	Yes

Project Work Types After Revision: ENHANCEMENT - LANDSCAPING
ENHANCEMENT - LANDSCAPING
PEDESTRIAN FACILITY

Financial Data Before Revision

Financial Data After Revision	HPPLU	CONSTRUCTION	09	$2,000	$1,600	
	STP-L	CONSTRUCTION	09	$1,000	$800	

12-09-0046	**Will County Council of Mayors**	DELETE PROJECT		$110	($110)	-100.00%	Yes	Yes

FAU 305 0 0 Western Ave FROM FAU 337 0 Reed St (WILL/Joliet) TO FAU 343 0 Raynor ave (WILL/Joliet)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$110	$110		

Financial Data After Revision

12-09-0047	**Will County Council of Mayors**	DELETE PROJECT		$88	($88)	-100.00%	Yes	Yes

FAU 301 0 0 Black Road FROM FAU 337 0 Reed St (WILL/Joliet) TO FAU 343 0 raynor ave (WILL/Joliet)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$88	$88		

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-09-0051 Will County Council of Mayors	DELETE PROJECT	$24		($24)	-100.00%	Yes	Yes

FAU 369 0 0 Cedar Road FROM FAU 3746 0 Joliet Hwy (WILL/New Lenox) TO FAU 320 0 Laraway Rd (WILL/New Lenox)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$24	$24		

Financial Data After Revision

12-09-0054 Will County Council of Mayors	DELETE PROJECT	$59		($59)	-100.00%	Yes	Yes

FAU 368 0 0 Vine Street FROM IL 995 0 Route 30 (WILL/New Lenox) TO FAU 315 0 Haven (WILL/New Lenox)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$59	$59		

Financial Data After Revision

12-09-0066 Will County Council of Mayors	DELETE PROJECT	$52		($52)	-100.00%	Yes	Yes

FAU 367 0 0 Gougar Rd FROM FAU 297 0 Rt 6 (WILL/New Lenox) TO FAU 77 0 Oak Ave (WILL/New Lenox)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$52	$52		

Financial Data After Revision

12-09-0043 Will County Council of Mayors	DELETE PROJECT	$345		($345)	-100.00%	Yes	Yes

FAU 307 0 0 washington st FROM FAU 356 0 collins street (WILL/Joliet) TO FAU 363 0 briggs st (WILL/Joliet)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$345	$345		

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-09-0044 Will County Council of Mayors	DELETE PROJECT	$711		($711)	-100.00%	Yes	Yes

FAU 400 0 0 Theodore St FROM FAU 396 0 River Road (WILL/Joliet) TO IL 1845 0 IL 59 (WILL/Joliet)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$711	$711		

Financial Data After Revision

12-09-0045 Will County Council of Mayors	DELETE PROJECT	$315		($315)	-100.00%	Yes	Yes

FAU 343 0 0 Raynor Ave FROM FAU 304 0 Glenwood Ave (WILL/Joliet) TO FAU 313 0 US 52 (WILL/Joliet)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$315	$315		

Financial Data After Revision

04-09-0007 IDOT District 1 Division of Highways	DELETE PROJECT	$0		$0	0.00%	No	No

I- 290 0 0 OUTBOUND & INBOUND FROM 25TH AVE (COOK) TO I- 90 94 KENNEDY/DAN RYAN EXPY (COOK)

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	CONSTRUCTION	09	$400	$0	1780680001	
ILL	CONSTRUCTION	09	$400	$0	1780680000	

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-96-0043 Chicago Department of Transportation	DELETE PROJECT	$480		($480)	-100.00%	Yes	Yes
SIMONDS DR AT LINCOLN PARK (COOK/CHICAGO)							

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-I	09	$600	$480		

Financial Data After Revision

Totals for 44 Projects	**$255,835**	**$291,669**	**$35,834**	**14.0%**	

Non-Exempt Projects with Modifications

Transportation Committee Meeting of May 15, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-98-0068 CITY OF CHICAGO DOT	CHANGE PROJECT	$17,360	$18,091	$731	4.21%	No	No

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	09	$6,300	$5,040	LAMON TO PULASKI	
STP-L	ENGINEERING	11	$600	$480		
STP-L	CONSTRUCTION	11	$6,300	$5,040		
STP-L	ENGINEERING	12	$600	$480		
STP-L	CONSTRUCTION	12	$6,000	$4,800		
STP-L	ENGINEERING	09	$600	$480		
STP-L	ENGINEERING	10	$700	$560		
STP-L	ENGINEERING	09	$600	$480		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	09	$914	$731	Central to Lamon	
STP-L	CONSTRUCTION	09	$6,300	$5,040	LAMON TO PULASKI	
STP-L	ENGINEERING	09	$600	$480		
STP-L	ENGINEERING	09	$600	$480		
STP-L	ENGINEERING	10	$700	$560		
STP-L	ENGINEERING	11	$600	$480		
STP-L	CONSTRUCTION	11	$6,300	$5,040		
STP-L	ENGINEERING	12	$600	$480		
STP-L	CONSTRUCTION	12	$6,000	$4,800		

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-98-0073 CITY OF CHICAGO DOT	CHANGE PROJECT	$16,447	$15,670	($777)	-4.72%	No	No

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-L	ENGINEERING	10	$600	$480		
	STP-L	ENGINEERING	09	$500	$400		
	STP-L	CONSTRUCTION	09	$11,458	$9,167		
	STP-L	CONSTRUCTION	11	$8,000	$6,400	AT OGDEN	
Financial Data After Revision	STP-L	ENGINEERING	09	$500	$400		
	STP-L	ENGINEERING	10	$600	$480		
	STP-L	CONSTRUCTION	11	$10,487	$8,390		
	STP-L	CONSTRUCTION	11	$8,000	$6,400	AT OGDEN	

12-06-0013 WILL COM	CHANGE PROJECT	$2,360	$2,000	($360)	-15.25%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - MODERNIZATION
HIGHWAY/ROAD - CURB AND GUTTER

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-L	ENGINEERING-II	11	$450	$360		
	STP-L	CONSTRUCTION	11	$2,400	$2,000		
Financial Data After Revision	STP-L	ENGINEERING-II	09	$700	$500		
	STP-L	CONSTRUCTION	11	$2,400	$1,500		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-02-0001	**IDOT-DOH DISTRICT 3**	CHANGE PROJECT			$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Financial Data After Revision

ILL	ROW ACQUISITION	10	$1,500	
ILL	ROW ACQUISITION	11	$1,480	
ILL	ROW ACQUISITION	12	$1,030	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

STP-U	CONSTRUCTION	MYB	$22,000	$17,600

Totals for 4 Projects	**$36,167**	**$35,761**	**($406)**	**-1.1%**	

Chicago Metropolitan Agency for Planning

Exempt Projects with Modifications

Transportation Committee Meeting of May 15, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-08-0036 IDOT-LOCAL ROADS	CHANGE PROJECT	$2,704	$2,704	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	BRR	ENGINEERING-II	09	$250	$200		
	BRR	CONSTRUCTION	09	$2,830	$2,264		
	BRR	ENGINEERING	09	$300	$240		
Financial Data After Revision	BRR	ENGINEERING-II	09	$250	$200		
	BRR	CONSTRUCTION	10	$2,830	$2,264		
	BRR	ENGINEERING	10	$300	$240		

01-07-0006 CITY OF CHICAGO DOT	CHANGE PROJECT	$1,040	$1,040	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	ILL	CONSTRUCTION	10	$11,500	$0		
	STP-L	ENGINEERING-I	09	$700	$560		
	STP-L	ENGINEERING-II	09	$600	$480		
Financial Data After Revision	ILL	CONSTRUCTION	10	$11,500	$0		
	STP-L	ENGINEERING-I	10	$700	$560		
	STP-L	ENGINEERING-II	10	$600	$480		

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-94-0038	CITY OF CHICAGO DOT	CHANGE PROJECT	$10,400	$10,400	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - PAINT
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	09	$13,000	$10,400		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	11	$13,000	$10,400		

01-98-0028	CITY OF CHICAGO DOT	CHANGE PROJECT	$15,200	$15,200	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	12	$18,000	$14,400		
STP-L	ENGINEERING-II	09	$1,000	$800		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-II	10	$1,000	$800		
STP-L	CONSTRUCTION	12	$18,000	$14,400		

01-94-0024	CITY OF CHICAGO DOT	CHANGE PROJECT	$7,942	$8,422	$480	6.04%	No	No

Project Work Types After Revision: SIGNALS - MODERNIZATION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-II	09	$500	$400		
STP-L	CONSTRUCTION	12	$9,427	$7,542	CLEVELAND TO THE KENNEDY	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	ENGINEERING-II	11	$1,100	$880		
STP-L	CONSTRUCTION	12	$9,427	$7,542	CLEVELAND TO THE KENNEDY	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-00-0047	CITY OF CHICAGO DOT	CHANGE PROJECT	$11,690	$10,360	($1,330)	-11.38%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
HPP	CONSTRUCTION	09	$4,750	$3,800		
STP-L	ENGINEERING	09	$2,862	$2,290		
STP-L	CONSTRUCTION	09	$7,000	$5,600		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
HPP	CONSTRUCTION	09	$4,750	$3,800		
STP-L	ENGINEERING	09	$1,200	$960		
STP-L	CONSTRUCTION	10	$7,000	$5,600		

01-95-0020	CITY OF CHICAGO DOT	CHANGE PROJECT	$16,000	$13,696	($2,304)	-14.40%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
BRIDGE/STRUCTURE - PAINT
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-II	09	$1,500	$0		
STP-L	CONSTRUCTION	09	$20,000	$16,000		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-II	09	$1,500	$0		
STP-L	CONSTRUCTION	09	$17,120	$13,696		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-1500	**METRA**	CHANGE PROJECT	$85,612	$89,772	$4,160	4.86%	No	No

Project Work Types After Revision: ROLLING STOCK - REHABILITATE VEHICLES

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	5307	IMPLEMENTATION	12	$43,870	$35,096	AL-151	
	5307	IMPLEMENTATION	11	$25,309	$20,247	AL-151	
	5307	IMPLEMENTATION	10	$24,336	$19,469	4204, AL-151	
	5307	IMPLEMENTATION	09	$13,500	$10,800	3905, 4204	
Financial Data After Revision	5307	IMPLEMENTATION	09	$13,500	$10,800	3905, 4204	
	5309B	IMPLEMENTATION	09	$5,200	$4,160	4307	
	5307	IMPLEMENTATION	10	$24,336	$19,469	4204, AL-151	
	5307	IMPLEMENTATION	11	$25,309	$20,247	AL-151	
	5307	IMPLEMENTATION	12	$43,870	$35,096	AL-151	

18-08-2701	**METRA**	CHANGE PROJECT	$3,280	$4,880	$1,600	48.78%	No	No

Project Work Types After Revision: RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	5309B	IMPLEMENTATION	09	$4,100	$3,280		
Financial Data After Revision	5307	IMPLEMENTATION	09	$2,000	$1,600	4340	
	5309B	IMPLEMENTATION	09	$4,100	$3,280		

08-05-0007	**DUPAGE COM**	CHANGE PROJECT	$195	$261	$66	33.85%	No	No

Project Work Types After Revision: PEDESTRIAN FACILITY

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-L	CONSTRUCTION	09	$260	$195		
Financial Data After Revision	LRA	CONSTRUCTION	09	$261	$261		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-09-0057 DUPAGE COM	CHANGE PROJECT	$1,000	$966	($34)	-3.40%	No	No

Project Work Types After Revision: PARKING - NEW LOT OR GARAGE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	10	$6,800	$1,000		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	10	$6,800	$966		

18-08-2500 METRA	CHANGE PROJECT	$54,548	$62,148	$7,600	13.93%	No	No

Project Work Types After Revision: RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5307	IMPLEMENTATION	11	$1,300	$1,040		
5307	IMPLEMENTATION	10	$25,958	$20,766		
5307	IMPLEMENTATION	09	$4,100	$3,280		
5309B	IMPLEMENTATION	12	$28,077	$22,462		
5309B	IMPLEMENTATION	09	$7,500	$6,000		
TRA5309	IMPLEMENTATION	09	$1,000	$1,000	3626, 3922 - ARRA	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5307	IMPLEMENTATION	09	$5,100	$4,080		
5309B	IMPLEMENTATION	09	$16,000	$12,800		
TRA5309	IMPLEMENTATION	09	$1,000	$1,000	3626, 3922 - ARRA	
5307	IMPLEMENTATION	10	$25,958	$20,766		
ILLT	IMPLEMENTATION	10	$39,800	$0	2112	
5307	IMPLEMENTATION	11	$1,300	$1,040		
ILLT	IMPLEMENTATION	11	$48,200	$0	2112	
5309B	IMPLEMENTATION	12	$28,077	$22,462		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILLT	IMPLEMENTATION	MYB	$47,200	$0	2112

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-4500 METRA		CHANGE PROJECT	$4,600	$4,600	$0	0.00%	No	No
Project Work Types After Revision:	FACILITY - SHOP FACILITIES/EQUIPMENT							

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	5307	IMPLEMENTATION	09	$5,750	$4,600		
	SB	IMPLEMENTATION	09	$520	$0		
Financial Data After Revision	5307	IMPLEMENTATION	09	$5,750	$4,600		
	5309B	IMPLEMENTATION	09	$1,000	$0	4308	
	SB	IMPLEMENTATION	09	$520	$0		

18-08-5101 METRA		CHANGE PROJECT	$7,920	$7,920	$0	0.00%	No	No
Project Work Types After Revision:	RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE							

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	5307	IMPLEMENTATION	09	$3,650	$2,920	4070	
	TRA	IMPLEMENTATION	09	$5,000	$5,000	4070 - ARRA	
Financial Data After Revision	5307	IMPLEMENTATION	09	$3,650	$2,920	4070	
	TRA	IMPLEMENTATION	09	$5,000	$5,000	4070 - ARRA	

18-09-3310 METRA		CHANGE PROJECT	$1,891	$2,291	$400	21.15%	No	No
Project Work Types After Revision:	CPS - SIGNALS							

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	5307	IMPLEMENTATION	12	$819	$655	P-331	
	5307	IMPLEMENTATION	11	$787	$630	P-331	
	5307	IMPLEMENTATION	10	$757	$606	P-331	
Financial Data After Revision	5309B	IMPLEMENTATION	09	$500	$400	4354	
	5307	IMPLEMENTATION	10	$757	$606	P-331	
	5307	IMPLEMENTATION	11	$787	$630	P-331	
	5307	IMPLEMENTATION	12	$819	$655	P-331	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-97-0252 METRA	CHANGE PROJECT	$2,500	$2,500	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	TRA5309	IMPLEMENTATION	09	$2,500	$2,500	3919 - ARRA	
Financial Data After Revision	TRA5309	IMPLEMENTATION	09	$2,500	$2,500	3919 - ARRA	

18-09-2400 METRA	CHANGE PROJECT	$0	$0	$0	0.00%	No	No

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILLT	IMPLEMENTATION	12	$5,000	$0		
	ILLT	IMPLEMENTATION	11	$5,000	$0		
	ILLT	IMPLEMENTATION	10	$10,000	$0		
	ILLT	IMPLEMENTATION	09	$500	$0		
Financial Data After Revision	ILLT	IMPLEMENTATION	09	$500	$0		
	ILLT	IMPLEMENTATION	10	$10,000	$0		
	ILLT	IMPLEMENTATION	11	$5,000	$0		
	ILLT	IMPLEMENTATION	12	$5,000	$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-3403 METRA	CHANGE PROJECT	$20,640	$21,440	$800	3.88%	No	No

Project Work Types After Revision: CPS - POWER
CPS - COMMUNICATIONS

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
5307	IMPLEMENTATION	12	$1,250	$1,000		
5307	IMPLEMENTATION	11	$9,650	$7,720		
5307	IMPLEMENTATION	10	$11,700	$9,360		
5307	IMPLEMENTATION	09	$700	$560		
5309B	IMPLEMENTATION	12	$2,500	$2,000		

Financial Data After Revision

5307	IMPLEMENTATION	09	$700	$560		
5309B	IMPLEMENTATION	09	$1,000	$800	3403	
5307	IMPLEMENTATION	10	$11,700	$9,360		
ILLT	IMPLEMENTATION	10	$5,600	$0	4254	
5307	IMPLEMENTATION	11	$9,650	$7,720		
ILLT	IMPLEMENTATION	11	$900	$0	4254	
5307	IMPLEMENTATION	12	$1,250	$1,000		
5309B	IMPLEMENTATION	12	$2,500	$2,000		
ILLT	IMPLEMENTATION	12	$750	$0	4254	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILLT	IMPLEMENTATION	MYB	$12,750	$0	4254	

18-09-1410 METRA	CHANGE PROJECT	$0	$0	$0	0.00%	No	No

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILLT	IMPLEMENTATION	12	$15,000	$0		
ILLT	IMPLEMENTATION	11	$15,000	$0		
ILLT	IMPLEMENTATION	10	$30,000	$0		

Financial Data After Revision

ILLT	IMPLEMENTATION	10	$30,000	$0		
ILLT	IMPLEMENTATION	11	$15,000	$0		
ILLT	IMPLEMENTATION	12	$15,000	$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILLT	IMPLEMENTATION	MYB	$40,000	$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-09-1040 METRA	CHANGE PROJECT	$0	$0	$0	0.00%	No	No

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILLT	IMPLEMENTATION	10	$40,000	$0		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILLT	IMPLEMENTATION	10	$40,000	$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-06-9112 METRA	CHANGE PROJECT	$71,000	$71,000	$0	0.00%	No	No

Project Work Types After Revision: ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
TRA	IMPLEMENTATION	09	$71,000	$71,000	AM-112, P-112, 4311 - ARRA	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
TRA	IMPLEMENTATION	09	$71,000	$71,000	AM-112, P-112, 4311 - ARRA	
ILLT	IMPLEMENTATION	11	$59,000	$0	4001, am-112	
These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILLT	IMPLEMENTATION	MYB	$100,000	$0	4001, am-112	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
02-07-0003 NORTH SHORE COM	CHANGE PROJECT	$720	$720	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - CURB AND GUTTER
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$900	$720		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$720	$720		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
02-09-0007 NORTH SHORE COM	CHANGE PROJECT	$213	$213	$0	0.00%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	10	$420	$213		
MFT-ALL	CONSTRUCTION	10	$207	$0		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	10	$420	$213		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
06-09-0035 SOUTHWEST COM	CHANGE PROJECT	$500	$500	$0	0.00%	No	No

Project Work Types After Revision: ENHANCEMENT - LANDSCAPING
ADA - FACILITY IMPROVEMENTS

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$500	$500		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
LRA	CONSTRUCTION	09	$300	$300		
LRA	CONSTRUCTION	09	$200	$200		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-08-0028 IDOT-DOH DISTRICT 3	CHANGE PROJECT	$2,640	$3,870	$1,230	46.59%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
BRR	CONSTRUCTION	10	$4,800	$2,640		
ILL	ROW ACQUISITION	10	$100	$0		
ILL	ENGINEERING-I	09	$600	$0		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-I	09	$600	$0		
STP-S	CONSTRUCTION	11	$4,300	$3,870		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
11-06-0025 IDOT-DOH DISTRICT 1	CHANGE PROJECT	$1,039	$1,077	$38	3.66%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
BRR	CONSTRUCTION	11	$1,188	$951	Includes E3	
BRR	ROW ACQUISITION	09	$19	$16		
BRR	ENGINEERING-II	09	$90	$72		
ILL	ENGINEERING	11	$95	$0	1002000000	
ILL	CONSTRUCTION	11	$854	$0	1002000001	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
BRR	ROW ACQUISITION	09	$19	$16		
BRR	ENGINEERING-II	09	$138	$110		
BRR	CONSTRUCTION	11	$1,188	$951	Includes E3	
ILL	ENGINEERING	11	$95	$0	1002000000	
ILL	CONSTRUCTION	11	$854	$0	1002000001	

12-04-0013 WILL COM	CHANGE PROJECT	$1,516	$1,516	$0	0.00%	No	No

Project Work Types After Revision: HIGHWAY/ROAD - CURB AND GUTTER
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	09	$2,500	$1,516		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	10	$2,500	$1,516		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
04-00-0014	NORTH CENTRAL COM	CHANGE PROJECT	$420	$420	$0	0.00%	No	No

Project Work Types After Revision: SAFETY - PAVEMENT MARKING
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - CURB AND GUTTER

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-L	CONSTRUCTION	12	$550	$385		
	STP-L	ENGINEERING-II	09	$50	$35		
Financial Data After Revision	STP-L	ENGINEERING-II	10	$50	$35		
	STP-L	CONSTRUCTION	12	$550	$385		

Totals for 28 Projects	**$325,210**	**$337,916**	**$12,706**	**3.9%**	

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: **Transportation Committee**

Date: **May 8, 2009**

From: **Ross Patronsky, Senior Planner**

Re: **Major Transportation Capital Project Evaluation Measures**

At the last Transportation Committee meeting the draft evaluation measures were discussed. As a result of that discussion, the draft measures have been revised. The revised evaluation measures are attached for your review and recommendation to the Planning Coordinating Committee. The Planning Coordinating Committee will be requested to endorse evaluation measures for major transportation capital projects at its June 10 meeting. The MPO Policy Committee and CMAP Board endorsements will also be sought at that time.

Revised draft recommended evaluation measures

For each project, two types of information are recommended to be reported. The first type includes basic project information such as location, limits, cost, and type of improvement. This will also include information such as new transit hours of service and service area. This is considered basic project information because it describes what the project is, rather than its impact.

The evaluation measures, as discussed previously, require either quantitative or qualitative analysis of a project's impacts. The recommended measures are shown in the attached table. (Green shading indicates revisions from the draft discussed at the April 24 meeting.) The measures are:

- Long-term economic development (as differentiated from short-term construction effects), including impacts in terms of jobs, income, and output. The economic impacts of projects on the freight industry will be specifically broken out and reported.
- Safety features. Project sponsors will be asked to describe how their project will address and improve safety. Staff is investigating the use of quantitative tools for this purpose,

but the data and analytic requirements are substantial, and it is not clear the results will be applicable for making choices among transportation investments.

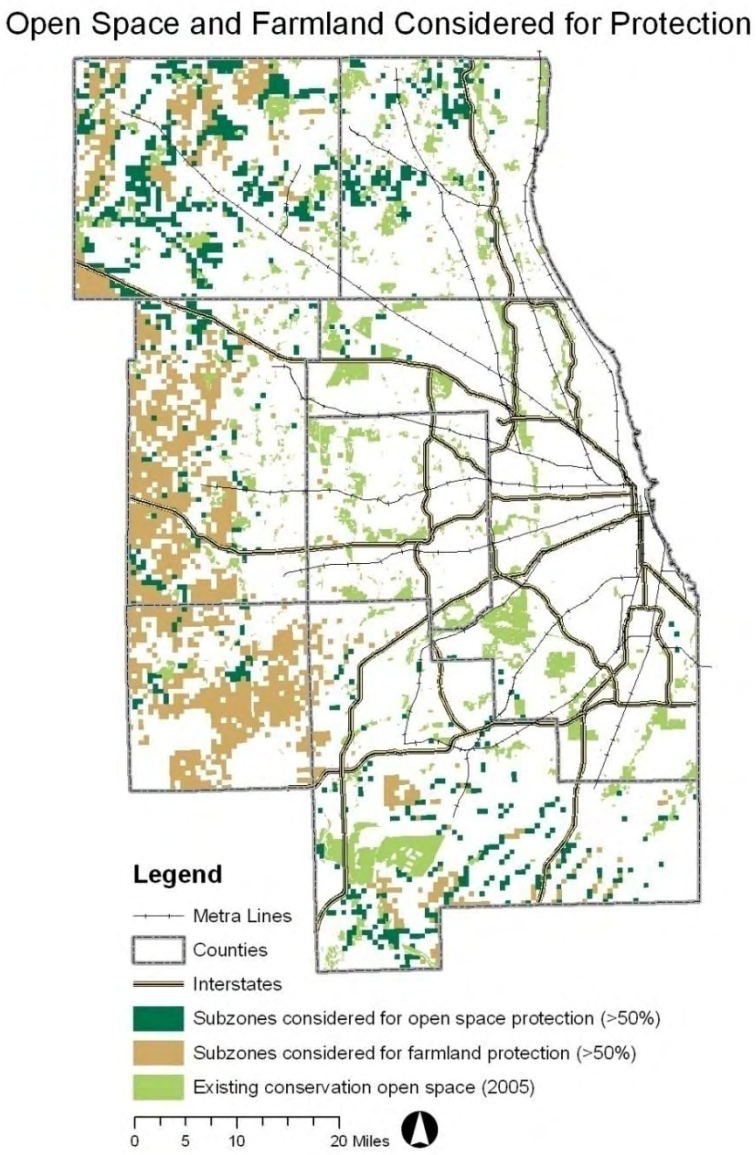
- Security features. Project sponsors will be asked to describe how their project will contribute to transportation security.
- Congestion, both systemwide and in the specific corridor in which the project is located. This will be reported in terms of the hours of vehicle travel that are spent in congestion.
- Travel time savings. This measure is being recommended following discussions with the RTA to identify a richer measure of transit impact than transit service area. Transit service area will be reported as part of the basic information.
- Provision of bicycle and pedestrian facilities. Project sponsors will be asked to describe how their project will accommodate and support bicycle and pedestrian travel.
- Mode share. This measure breaks out the effect of the project on transit ridership, automobile trips. Although non-motorized projects are not directly part of the travel demand model, non-motorized trip impacts will also be estimated.
- Jobs-housing access. A weighted regional average of the number of jobs accessible within certain travel times is recommended. The travel times proposed are 75 minutes for transit and 45 minutes for automobile.
- Air quality. The impacts on criteria pollutants regulated by the USEPA will be reported, using the conformity analysis required by federal planning regulations.
- Energy and greenhouse gas emissions. Change in fuel consumption will be estimated based on vehicle volumes and speeds. This figure and the resulting change in greenhouse gas emissions will be reported. Staff continues to investigate the measurement of greenhouse gases via the MOVES model. If it proves feasible, this model will be used for the analysis.
- Preservation of natural resources and land consumption. The amount of sensitive lands, including natural areas with high environmental value and prime agricultural land affected by projects will be evaluated. The attached map shows the location of these features. This will involve a two-step process which identifies areas in close proximity to projects as well as areas that are expected to become more accessible for development as a result of the project.
- Support for infill development and existing densely-developed areas. Similar to the above measure, the extent to which the project supports potential for growth in infill locations will be estimated. The map locating infill areas is shown below, with an explanation of how the areas are defined. Please note that this may indicate both support for infill development and the potential need for mitigation of community impacts.
- Mutual consistency between regional and sub-regional plans, including municipal and county plans. Project sponsors will be asked to describe the consistency of their projects with the plans of local governments in the project area, including the degree to which those plans commit resources to the project and identify complementary land use (such as transit-oriented development).
- Peak period utilization and demand. This measure compares facility volume and capacity at peak periods.

- Facility condition. Following the discussion at the last Transportation Committee meeting, this measure has been restored to the recommended list. The method of calculating this evaluation measure is still under discussion.

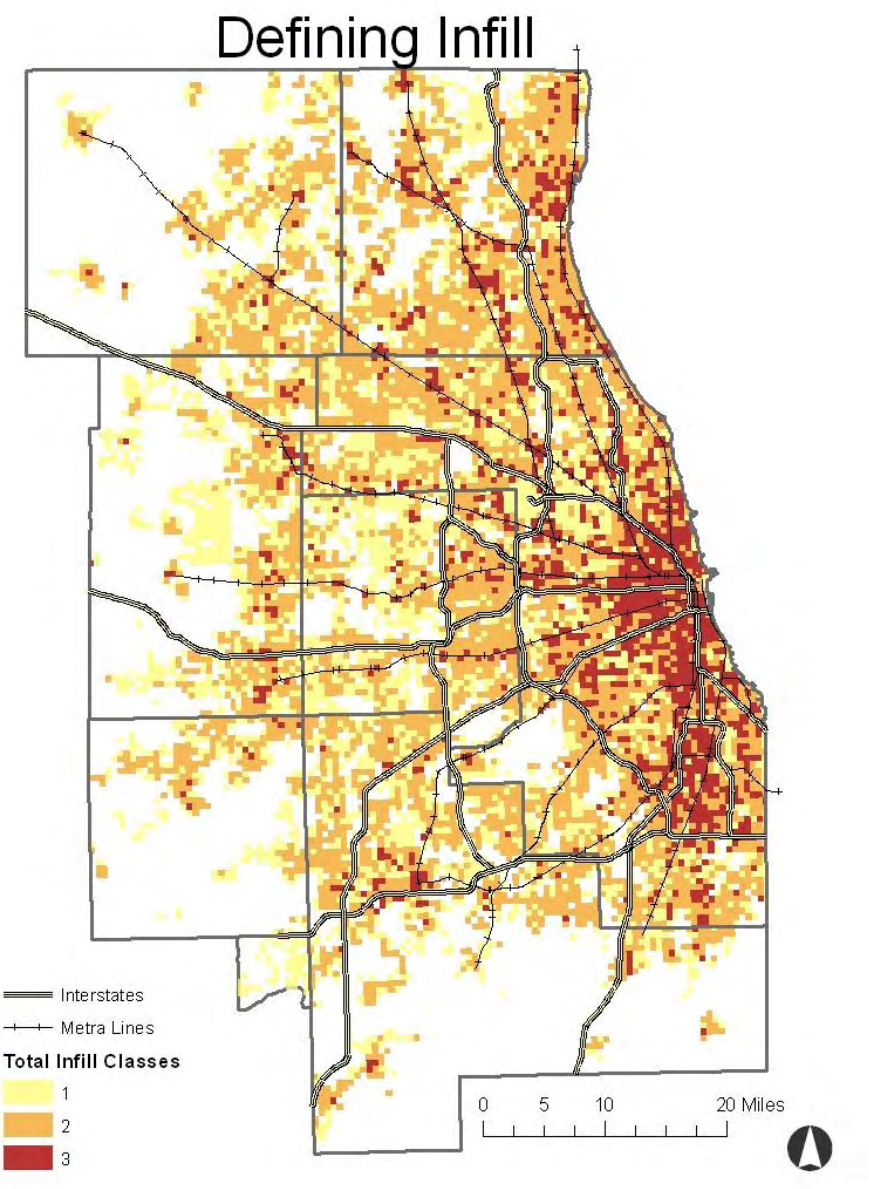
In addition to these, staff is investigating whether a measure related to water may be appropriate, based on feedback from the Environment and Natural Resources committee.

Recommended definitions of infill, open space, and agricultural areas

The measure, "preservation of natural resources and land consumption," is meant to indicate whether the project may create growth pressure in areas that are either unprotected natural areas with high environmental value or prime agricultural lands. CMAP has previously prepared reports on open space,
http://www.goto2040.org/uploadedFiles/RCP/Test/OS_memo_010209.pdf
and agricultural preservation,
http://www.goto2040.org/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=14796
that define these areas. The map below shows areas of the region that have particularly high concentrations of these lands, and staff recommends that this be used as part of this evaluation measure.



The measure, "support for infill development and existing densely-developed areas," is meant to show whether a project supports redevelopment in infill areas where infrastructure and services already exist. Three ways of defining infill are being considered. The first is to include any land within current municipal boundaries. The second involves using tax assessor data to identify land that is vacant or underutilized (defined in the infill snapshot, http://www.cmap.illinois.gov/snapshot.aspx). The third includes areas where there is more than one potential brownfield, defined in a paper on that subject (http://www.goto2040.org/uploadedFiles/RCP/Test/CMAP_brownfields_panel_memo.pdf). The map shows how many of these characteristics apply to each area.



Because of the complexity of defining what constitutes infill, staff recommends that the measure be reported using two separate geographies; the first including all land within municipal boundaries, and the second including land within municipal boundaries that also has another

infill characteristic (five or more acres of potential infill land, or two or more potential brownfields). Taken together, these measures can be used as high and low definitions of infill.

Chicago Metropolitan Agency for Planning

GO TO 2040 Major Transportation Capital Program Element

Potential Evaluation Measures

Updated May 8, 2009

Measure	Case Studies					CMAP Indicator(s)	FHWA Planning Factor(s)	Data Source	Method
	Boston	Baltimore	Los Angeles	San Francisco	Portland				
Long-Term Economic Development, Including Freight System		X		X	X	EC 1, EC 2, EC 4, EC 5, He 3, R 1, Tr 1	1	TDM, TREDIS	estimated jobs, income and output
Safety Features	X	X	X	X		He 6, S 7, Tr 7	2	Descrip-tion	degree to which project improves safety or address safety concerns (qualitative)
Security Features			X			He 6, S 7	3	Descrip-tion	project as described addresses security concerns (yes/no)
Congestion - Targeted Facilities or Corridors	X		X		X	EC 5, Tr 1, Tr 2	4, 6	TDM	vehicle hours of travel under congested conditions - within identified corridor
Congestion - System	X	X	X		X	EC 5, Tr 1, Tr 2	4, 6	TDM	vehicle hours of travel under congested conditions
Travel Time Savings		X		X	X	EC 5, Ho 1, R 1, Tr 3	4, 6	TDM	average trip time
Provision of Bicycle and Pedestrian Facilities				X	X	He 4, Tr 3, Tr 9	4, 6	Descrip-tion	project as described addresses bicycle and pedestrian accommodation (qualitative)
Mode Share (Travel by Mode)		X			X	Tr 2, Tr 4	4, 6	TDM	trips by mode
Jobs-Housing Access		X	X		X	EC 5, Ho 1, R 1, Tr 9	4, 6	TDM, GIS	number of jobs within specified travel times (for both auto and transit)
Air Quality	X	X	X	X	X	ENR 1, He 4, Tr 9	5	TDM, MOBILE	conformity - emissions estimates
Energy Consumption and Greenhouse Gas Emissions						EC 5, ENR 5, ENR 6, Tr 6, Tr 9	5	TDM, MOVES	MOVES model - estimate of GHG emissions
Preservation of Natural Resources, Land Consumption	X	X			X	ENR 4, ENR 7, R 4	5	TDM, GIS	amount of sensitive or undeveloped lands in areas where project directs growth
Preservation of Water Quality						ENR 2	5	TDM, GIS	under consideration
Support for Infill Development and Existing Densely-Developed Areas	X			X	X	ENR 4, R 1	5, 8	TDM, GIS	amount of infill potential and current density in areas where project directs growth

Mutual Consistency Between Regional and Sub-Regional Plans	X					Coord	5	Plans	sponsor documentation of support for project in sub-regional land-use and transportation plans (qualitative)
Peak Period Utilization/Demand	X	X	X	X	X	Tr 4	7	TDM	volume/capacity ratios at peak hours
Facility Condition				X	X	Tr 5	8	Descrip-tion	degree to which project addresses anticipated facility condition (qualitative)
Overall Cost-Effectiveness of Fiscally-Constrained Sets of Projects will be Evaluated									
Overall Distribution of Environmental Burdens and Benefits for Sets of Projects will be Evaluated with Respect to Disadvantaged Groups									

CMAP Indicator Key:

Coord	Coordinated Planning and Government (note that indicators in this area are not yet determined)
EC	Economic Competitiveness
ENR	Environment and Natural Resources
He	Health
Ho	Housing
R	Reinvestment
S	Safety and Security
Tr	Transportation

The full list of indicators is available online at:
http://www.goto2040.org/indicators.aspx

Data Source Abbreviations

TDM	Travel Demand Model
GIS	Geographic Information System
MOBILE	MOBILE 6.2 emissions model
MOVES	MOVES emissions model (not yet released)
TREDIS	Transportation Economic Development Impact System

FHWA Planning Factors

§ 450.306 Scope of the metropolitan transportation planning process.

(a) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(2) Increase the safety of the transportation system for motorized and non-motorized users;
(3) Increase the security of the transportation system for motorized and non-motorized users;
(4) Increase accessibility and mobility of people and freight;
(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(7) Promote efficient system management and operation; and
(8) Emphasize the preservation of the existing transportation system.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: Transportation Committee

Date: May 7, 2009

From: Matt Maloney, Senior Manager, Program and Policy Development

Re: Financial Plan for *GO TO 2040*

In *GO TO 2040*, CMAP intends to present a future scenario that makes optimum use of public and private resources. Thus, CMAP must evaluate and understand the fiscal capacity of the Chicago metropolitan area when proposing strategies and investments. In particular, CMAP's recommendations must itemize the net costs of particular strategies and identify which institutions, both public and private, should provide them. CMAP intends for *GO TO 2040* to fulfill these objectives through a thorough financial plan. Also, because *GO TO 2040* will serve as the official long-range transportation plan for the region, it must also comply with federal requirements in the development of a financial plan for its transportation elements.

At the May 15 committee meeting, staff will describe the process being used to develop a financial plan for the transportation elements of *GO TO 2040*. Developing planning level estimates of the unit costs, current expenditures, and revenues requires a fair degree of judgment and assumption. While it is not necessary, nor practical, to consider every project distinction to get a reasonably accurate overall snapshot, it is important for our regional stakeholders to be comfortable with our assumptions.

Attached to this memo is an initial rough cut of revenues ("highway" side only) that the region receives for surface transportation. The primary categories are "federal" (funds originating from FHWA), "state" (state-source funds such as MFT and vehicle registration revenues), and "local" (local portions of MFT and vehicle registration dollars as well as own-source revenues used for road operations and construction). The revenue document should be considered to be extremely preliminary in nature at this point. Numbers have not been trended or adjusted for inflation moving forward, nor do they currently include toll revenues.

Staff will provide more details on revenue, expenditure, and cost estimates at the upcoming meeting, and committee discussion of the process and initial findings is requested.

ACTION REQUESTED: Discussion

Revenues for Transportation-
"Highway" Side. NE Illinois.
All Numbers in $000's
All Numbers in 2008 Dollars.

	Average Annual Revenue	Standard Deviation	Time Period for Data/Other Notes
Federal			
Federal Aid Interstate (FAI)	$ 155,662	$ 116,253	Average of Annual Awards, 1997-2008
National Highway System (NHS)	$ 74,870	$ 37,869	Average of Annual Awards, 1997-2008
Special Bridge Funds (HBRRP)	$ 50,524	$ 52,824	Average of Annual Awards, 1997-2008
STP-State	$ 10,489	$ 12,333	Average of Annual Awards, 1997-2008. STP-State funds awarded $0 in 2003, 2004, and 2005.
STP-Local	$ 82,021	$ 28,164	Average of Annual Awards, 1997-2008
STP-Safety and Federal Safety Funds (HHS/RR)	$ 6,484	$ 3,961	Average of Annual Awards, 1997-2008. STP-Safety funds awarded $0 in 2005.
STP-Transportation Enhancements	$ 9,972	$ 7,111	Average of Annual Awards, 1997-2008
CMAQ (FHWA portion)	$ 39,109	$ 21,029	Average of Annual Awards, 1997-2008
Other Federal (includes High Priority Projects and Demonstration Projects)	$ 38,044	$ 21,448	Average of Annual Awards, 1997-2008
FEDERAL SUBTOTAL	**$ 467,174**		
State			
State Motor Fuel Tax Revenue to Road Fund and Construction Account to State Projects in NE Illinois	$ 263,795	$ 18,101	Average of 45% of State MFT Allocations to the Road Fund and State Construction Account, 2000-2008.
State Vehicle Registration Revenue to State Projects in NE Illinois	$ 595,408	$ 20,026	Average of 45% of Gross Motor Vehicle and License Fees, 2002-2008.
Illinois Tollway Revenue	$681,449	$ 22,805	Average of Total IL Tollway Revenue, 2005-2008. This number should be scaled down for a NE Illinois portion.
STATE SUBTOTAL	**$ 1,540,652**		
Local			
County Portion of State MFT	$ 138,899	$ 8,396	Based on current formula and gross collections of MFT, 1997-2008.
Municipal Portion of State MFT	$ 244,218	$ 14,762	Based on current formula and gross collections of MFT, 1997-2008.

Township/Road District Portion of State MFT	$ 15,264	$ 923	Based on current formula and gross collections of MFT, 1997-2008.
County Own-Source Revenues for Highway	$ 121,598	n/a	Source: U.S. Census of Governments. This is operations, capital and other capital outlay spending on highways MINUS state and federal assistance (average of 2004-2006). This number should not double-count State MFT or any other federal or state assistance.
Municipal Own-Source Revenues for Highway	$ 1,074,517	n/a	Source: U.S. Census of Governments. This is operations, capital and other capital outlay spending on highways MINUS state and federal assistance (average of 2004-2006). This number should not double-count State MFT or any other federal or state assistance. Does not include former City Skyway toll revenues. Univariate linear regression analysis is based on a sample of U.S. Census data (for 55 municipalities in the region including City of Chicago). X-variable is population.
Township Own-Source Revenues for Highway	$ 57,535	n/a	Source: U.S. Census of Governments. This is operations, capital and other capital outlay spending on highways MINUS state and federal assistance (average of 2004-2006). This number should not double-count State MFT or any other federal or state assistance.
LOCAL SUBTOTAL	**$ 1,652,031**		
GRAND TOTAL (ANNUAL)	**$ 3,659,856**		
30 YEAR TOTAL (Unadjusted for Inflation)	**$ 109,795,689**		

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: **Transportation Committee**

Date: **May 7, 2009**

From: **Bob Dean, Principal Regional Planner**

Re: **Scenario Evaluation**

Attached to this memo are reports on the scenario evaluation process and results for two alternative scenarios being tested as part of *GO TO 2040*. The two scenarios analyzed include the "preserve" scenario, which minimizes capital expenditures but includes operational improvements, and the "reinvest" scenario, which includes substantial infrastructure investments. The "innovate" scenario, which includes ITS solutions and advanced pricing, is still undergoing evaluation and results are not yet available. Please note that all reports are drafts, and work on them continues.

It must be emphasized that these scenarios are meant to answer "what if" questions, and these strategies do not represent plan recommendations; they are ideas being tested. Please also note that specific major capital projects are not included within any of the scenarios, as these are being evaluated separately. This general approach to scenarios is similar to that employed in the 2030 Regional Transportation Plan; a description of scenario results from that modeling exercise is contained in chapter 2 of that document, available online here: http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11664.

In each attached report, the strategies that make up the scenario are defined, and then the specific treatment of each is explained. The overall results of the evaluation of the scenario, which includes all of the strategies together, are presented at the end of each report. For each report, change in a number of measures are reported, including VMT and VHT (both total and congested, and further broken out for truck traffic in particular); mode share; and trip duration.

Additional measures will be calculated for each scenario beyond these basic transportation model outputs; this will occur after land use and other strategies are added to the scenarios. These measures will include all of the quantitative evaluation measures that have been identified for major capital projects, and are also expected to include other quantitative

measures in the areas of economic performance, housing cost, water use and quality, and access to open space. Qualitative assessments of each scenario will also be done to describe how each addresses issues like access to elderly and disabled residents, public health, workforce development, and other human and community development issues.

Because of the length and level of detail of each of these reports, staff does not expect to review each element of the scenarios in depth at the May committee meeting. Instead, a general overview of scenario elements and results will be provided at the committee meeting, and committee members who are interested in more detail will be invited to participate in an informational follow-up meeting or web conference.

ACTION REQUESTED: Discussion.

Results of "preserve" scenario travel modeling

Introduction and purpose

The *GO TO 2040* plan, due to be complete in 2010, will make recommendations for policies, strategies, and investments in transportation and other fields. This document is part of a series that begins to examine potential plan recommendations by testing the effectiveness of "sample programs" of systematic improvements of different types.

In this case, a sample program for transportation management and operations was developed that is consistent with the theme of the preserve scenario and a "Complete Streets" planning approach. It assumes that the region invests heavily in our current transportation assets and that forecast growth and development can be accommodated by devoting transportation funds primarily to improving the performance of existing facilities. Each of the alternative regional planning scenarios uses a different balance of capital and non-capital investment, and this scenario minimizes investment in new transportation capital facilities.

Before reviewing the remainder of this document, please read the following notes, which explain its purpose and limitations:

- Implementation: This document does not address the responsibility for implementing the sample programs described here. This is very important consideration and will be addressed as a next step.
- Scenario context: In reality, transportation management and operations will not be pursued in the absence of other strategies. CMAP recognizes that the benefits of the strategy are magnified when linked with compatible land use measures. As a later step, transportation management and operations will be analyzed along with other strategies; but for this series of documents, CMAP is attempting to isolate and examine the benefits of the transportation components of each scenario.
- Specificity: The results of the analysis are not accurate at the individual facility level and further geographic detail beyond what is shown in this document cannot be given.
- Assumptions: To perform the analysis of the sample program described here, assumptions were made for appropriate locations for improvements and their effects. The purpose of the document is to allow these assumptions to be discussed and questioned.

The purpose of the analysis and modeling exercise is to determine, on a regional scale, where and to what degree transportation management and operations strategies should be applied, how much such a program would cost, and how it will impact key indicators.

Key assumptions

Any regional analysis and modeling process involves making assumptions. The fundamental assumptions for the transportation management operations strategies associated with the preserve scenario involve the following:

- The definition of transportation management and operations strategies;

- The method for determining locations for improvements to be made; and
- The transportation impacts and fiscal impacts of implementing the strategies.

The assumptions within each of these stages of analysis will be fleshed out in greater detail below.

Definition and benefits of transportation management and operations strategies

For the purposes of this paper's analysis, transportation management and operations strategies can be implemented as if selecting from a menu. One strategy could increase operating frequency while another could increase operating speeds. For the purpose of this analysis, we consider two types of transportation management and operations strategies: system management and demand management. Demand management refers to policy actions that affect traveler behavior and choice. System management refers to policy actions that affect how infrastructure is operated and how services are provided.

These actions are often divided by travel mode to represent where the strategy action is directed. The strategies described in this document include:

Demand Management

- Transportation demand management (1)
- Parking policy (2)
- Car-sharing (3)

System Management

- Pedestrian and bicycle improvements (4)
- Transit system operations, including service extensions (5), headway reduction (6), and expanded paratransit (7)
- Highway system operations, including access management and increased intersection efficiency (8)

1. Transportation demand management

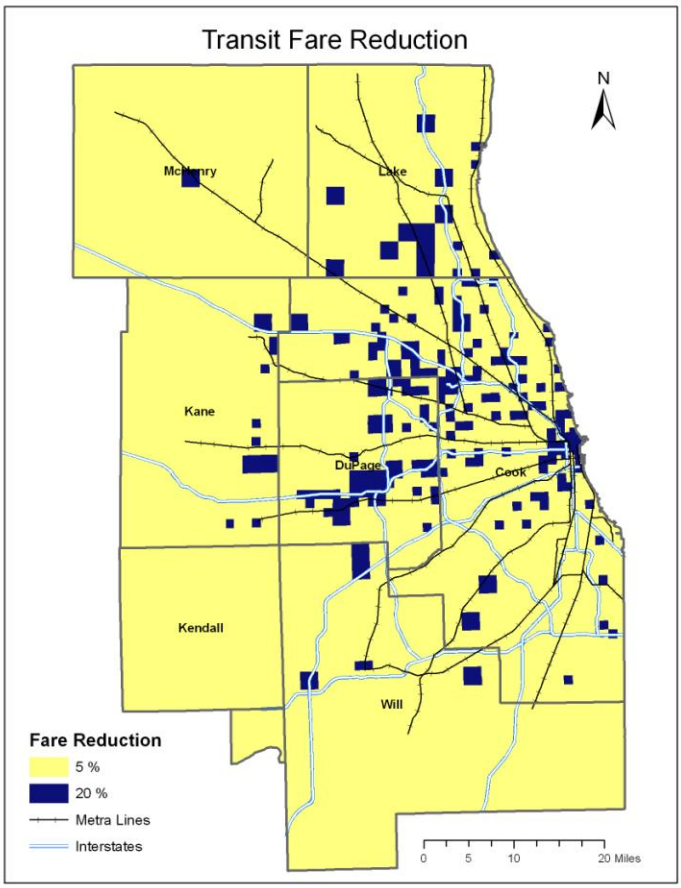
Transportation Demand Management (TDM) is a strategy to reduce demand for single occupancy vehicle use on the regional transportation network. A paper describing TDM strategies is available online at: http://www.goto2040.org/ideazone/default.aspx?id=6136.

TDM is often defined broadly, and in the strategy paper includes four elements: traveler information, employer and campus TDM, auxiliary transit services, and market and financial incentives. Three other elements, including parking policy, bicycling and walking strategies, and managed lanes, are also sometimes included in definitions of TDM. All of these elements are important, and are included somewhere in the scenario process; many of them are described in more detail later in this report. However, for modeling purposes, this definition is too broad. For example, parking policy, car-sharing, and bicycling and walking are major transportation

strategies that deserve to be evaluated in their own right, rather than grouped into a larger TDM program.

Therefore, for modeling purposes, a more narrow definition of TDM is used. Based on available research, a set of TDM strategies can be expected to reduce the actual or perceived "cost" of using transit. (In modeling terms, the "cost" of traveling includes both the financial cost and the time spent waiting and traveling.) Reducing cost is typically accomplished through better information and individualized marketing, support services such as "guaranteed ride home" programs, employer encouragement of transit use, or financial incentives including pre-tax transit benefits. All of these programs have positive impacts on the use of public transit.

Experience locally and in other parts of the country has shown that TDM programs are especially effective when employers are involved. Within this region, the Lake-Cook TMA and Prairie Stone TMA are examples of this. The transit mode shares to locations covered by these TMAs are 14% and 19%, respectively. In comparison, employment centers in Oak Brook and along the I-88 corridor through Warrenville, Naperville, and Aurora, which have similar overall characteristics but no organized TMAs, have transit mode shares of only 10-11%.



The TDM strategy was applied across the region at two levels. First, major suburban employment centers (identified by density of employment) were assumed to form TMAs, making TDM strategies more effective. The cost of home-to-work transit trips to these locations was reduced by 20% to reflect the effectiveness of these TMAs in increasing transit mode share. The cost of home-to-work transit trips to all other locations in the region was reduced by 5%, showing some benefit but not as much as in the areas where extensive employer involvement is assumed.

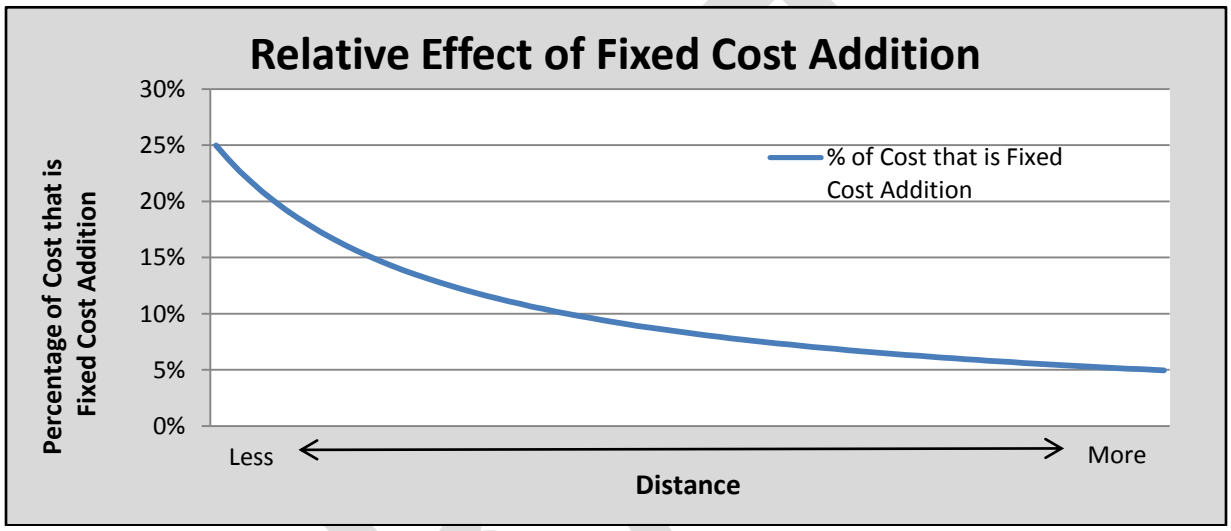
The costs of implementing this program are minimal from a long-range planning perspective.

2. Parking policy

The major reference for the parking policy assumptions included in this section was a 2003 report by the Transit Cooperative Research Program (TCRP), "Parking Management and

Supply," online at: http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rpt_95c18.pdf. CMAP is preparing a strategy report on parking but this has not yet been completed.

The TCRP report examines parking supply management strategies including minimum or maximum parking requirements, employer-based parking management, on-street or residential parking, and remote park-and-ride facilities. It demonstrates strong links between parking policy and travel behavior, particularly the use of alternative transportation modes. For example, vehicle trips were shown to be reduced by approximately 20% when parking at a location was scarce rather than unrestricted. Pricing was also demonstrated to have a major impact, with nominal pricing shown to reduce vehicle trips by 10%, and market-rate pricing shown to reduce trips by an additional 15% beyond this (p. 22). However, alternative transportation options must be available to accommodate these trips.



For modeling purposes, new parking policies designed to reduce automobile trips and encourage alternative transportation were assumed to be implemented regionwide. In modeling terms, this was done by increasing the "fixed cost" of arriving at one's destination by auto by an average of 25 percent. (Costs are divided into two types: variable costs, which increase with distance, and fixed costs, which do not. For most trips, variable costs significantly exceed fixed costs.)

The new parking policies described above include nominal pricing and reducing minimum parking requirements below conventional standards. Both of these are assumed to add "cost" to the trip, either in terms of an actual fee, or additional time required to walk from a more distant parking spot. More advanced parking pricing strategies, such as charging market rates or using variable pricing, are also worth exploring, but these are more consistent with the themes of the "innovate" scenario and will be included in that analysis instead.

Unlike most strategies, parking policy changes can generate revenue and have little public sector cost. Work on the financial implications of this strategy is still underway.

While this document does not generally address implementation, there are particular concerns with the implementation of this strategy that should be brought up. The full effectiveness of parking policies at encouraging the use of alternative modes will only be realized if these

policies are adopted regionally; otherwise there may be diversion of automobile trips to locations that have not adopted these policies.

3. Car-sharing

Car-sharing programs allow groups of individuals or organizations to share the cost of car ownership. A paper describing car-sharing programs is available online: http://www.goto2040.org/carsharing.aspx.

According to studies of car-sharing cited in the above report, each car-sharing vehicle replaces approximately 15 privately-owned vehicles. Two companies, Zipcar and I-Go, currently operate car-sharing programs in the region, with a combined fleet of around 500 vehicles. Car-sharing locations are primarily within the denser parts of the region, where demand for these programs has been highest.

To evaluate this strategy, a dramatic expansion in geography and participation was assumed to occur. The number of participants and vehicles was assumed to increase tenfold (while this is a major increase, this would still cover only about 2% of the region's residents). For modeling purposes, the effect of car-sharing was estimated by reducing the total vehicle miles traveled in the region to reflect the removal of approximately 75,000 automobiles.

Car-sharing has its greatest positive impact on individual transportation expenditures rather than regional travel behavior. Therefore, even though this strategy was evaluated using the travel demand model, the financial benefit to individuals would need to be calculated outside of the model.

Car-sharing programs are operated by private companies and no public cost in their expansion was assumed. Public funds have been used in the region in the past to support the initiation of a car-sharing program, but as use of car-sharing grows, public subsidies are assumed to become unnecessary. The financial benefits of car-sharing accrue to households or businesses, not the public sector, so car-sharing is not assumed to create any public revenue either.

4. Pedestrian and bicycle improvements

One of the central features of the "preserve" scenario is the improvement of the pedestrian and bicycle environment across the region. CMAP has released many reports on this subject, available on the bicycle and pedestrian program website, http://www.cmap.illinois.gov/bikeped/bikeped.aspx. Specific reports for *GO TO 2040* on these subjects include one on bicycling (http://www.goto2040.org/bicycling.aspx) and one on urban design and walkability (http://www.goto2040.org/urbandesign.aspx).

Within the travel model, pedestrian and bicycle trips are addressed through the use of Pedestrian Environment Factor (PEF). (Even though the acronym only specifies that pedestrians are considered, our use of the term includes bicyclists as well.) Each subzone in the region has a PEF score, which ranges from 0 to approximately 80.

The PEF determines the likelihood that a trip of a certain distance originating or ending in that zone would use a nonmotorized travel means (i.e. walking or biking). Among trips of the same length, the higher the PEF, the greater the likelihood is that a trip would be nonmotorized. The use of nonmotorized travel means is greatly influenced by trip length; shorter trips are much more likely to be made by walking or biking than longer ones. For example, for a ½-mile trip beginning and ending in a subzone with PEF of 10, there is a 53% probability that the trip will be nonmotorized; for a similar trip in a subzone with a PEF of 80, the probability is 72%.

Subzones with higher PEF also have a greater likelihood of transit use, reflected in the model by increasing the "catchment area" of transit services, to reflect the fact that transit trips begin and end with walking trips.

Pedestrian and bicycle improvements were reflected in the travel model by increasing PEF. This was done in a systematic way through a number of steps. Three steps led to significant increases in PEF:

- The overall bicycling environment in the region was assumed to be improved through education of bicyclists and motorists, enforcement, plentiful bicycle racks, overall policy support for "Complete Streets," and similar low-capital activities, as well as a similar low-capital approach to pedestrian travel. In modeling terms, the effect of these policies was shown by increasing PEF by a small amount regionwide.
- The Strategic Regional Bicycle and Pedestrian System, as currently adopted, was assumed to be implemented. This is an inventory of local and sub-regional bicycle plans as well as the greenways and trails plan. PEF was increased according to the mileage of new planned facilities within or nearby each subzone.
- Growth and land use change provides an opportunity to increase PEF through design that incorporates the needs of pedestrians and bicyclists. PEF was assumed to increase proportionally to new growth occurring in each subzone. This is assumed to be accomplished primarily through sidewalk construction and intersection improvements, including retiming for pedestrian access and physical redesign.

A few other steps led to minor increases in PEF:

- Areas that are currently developed but without high growth forecasts were assumed to be retrofitted, if necessary, to provide pedestrian and bicycle access. Most of these areas already had high PEFs, and this step had minimal impact.
- When subzones passed a certain threshold (200 households per subzone) their PEF was increased to a base level to acknowledge the presence of basic pedestrian infrastructure in these places. This also had minimal impact, as the PEF was already above the base level in most of these subzones.

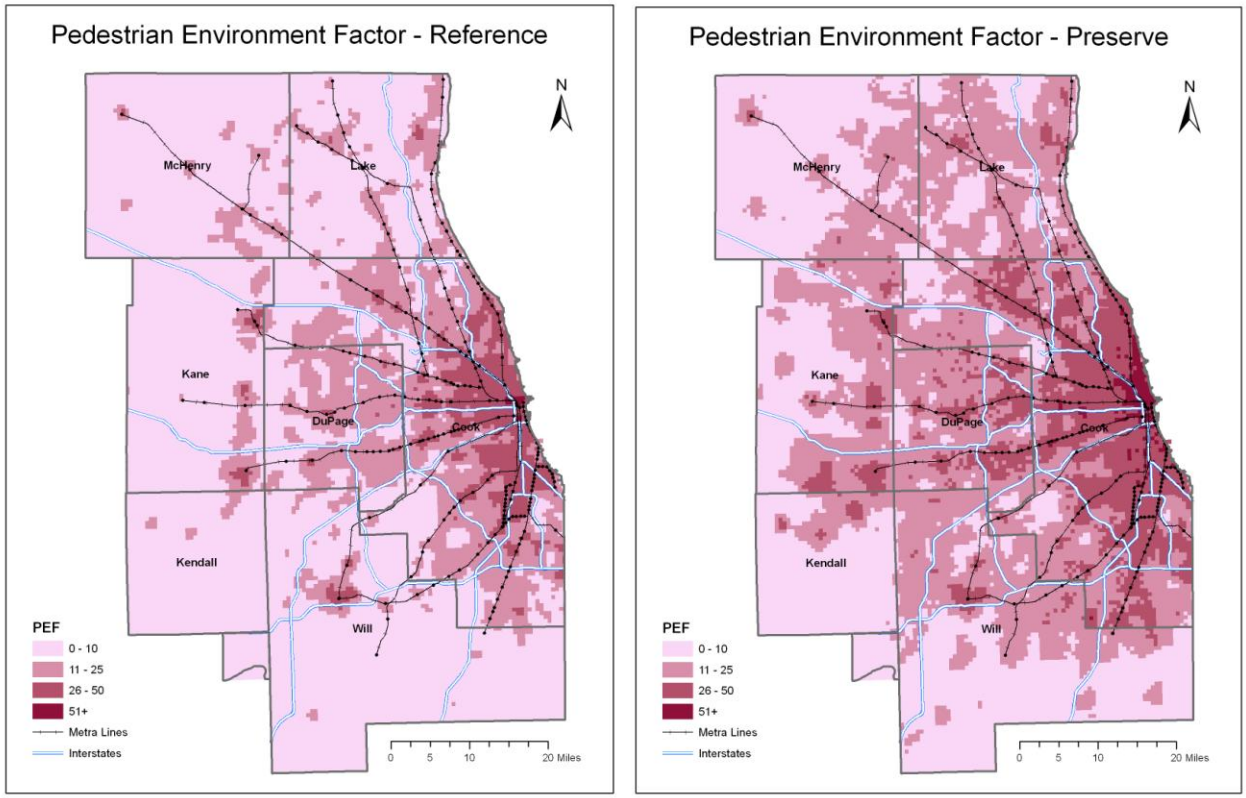
Two additional steps that would increase PEF have been conceptualized but not yet evaluated:

- Pedestrian-related large capital improvements. These have not yet been included. If they are, it would be assumed that the current rate of construction of pedestrian and bicycle bridges and tunnels (from the TIP) would continue and be somewhat increased

between now and 2040. Because it is not possible to predict exactly where these facilities will be built far into the future, it will probably be assumed that they will be distributed around the region by population density or a similar measure.

- Urban design features will also increase PEF but are not fully included in this analysis. Application of urban design features, which include changes in land use, site layout, building aesthetics, and others, are being analyzed as part of the urban design strategy. When this is complete, additional increases in PEF to reflect these urban design improvements will occur beyond what is covered here.

The change in PEF that these steps created is shown in the maps below.



Each step described above has its own set of implementation costs. These are described below.

- Overall policy support for "Complete Streets" does not have significant cost. The education and enforcement programs described above are assumed to cost approximately $1 million per year, based on experience from other regions that have done region-wide projects of this type. This amount is not significant in the 30-year cost estimates. The installation cost of bicycle racks is also assumed to be fairly low and is not specifically calculated.
- The implementation of the Strategic Regional Bicycle and Pedestrian System would involve the addition of approximately 3,500 on-street and 4,000 off-street miles. Estimated unit costs for the construction of these are $40,000 per mile for on-street and

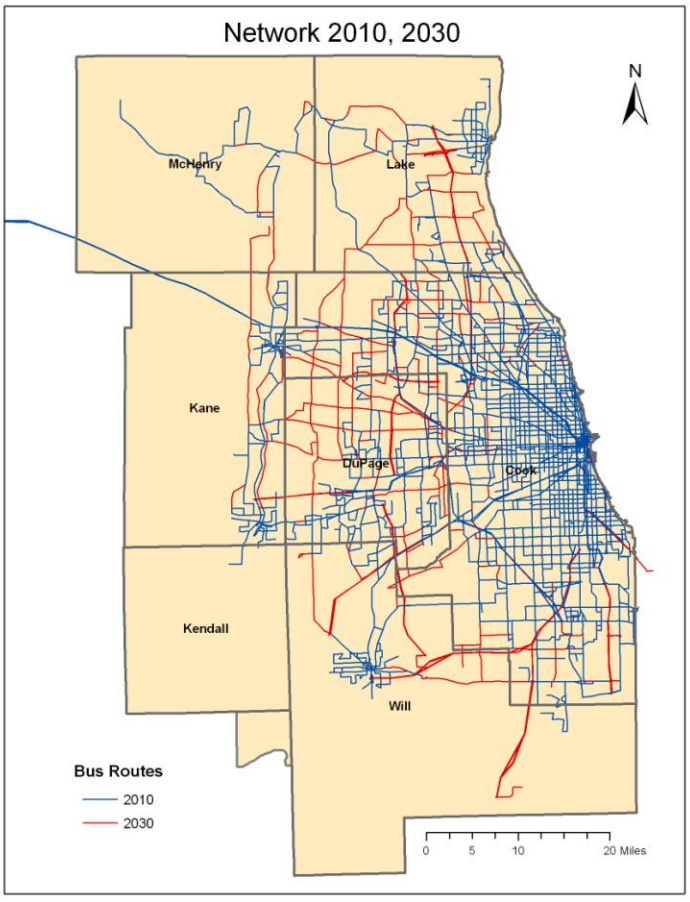
$850,000 per mile for off-street facilities. This yields an estimate of $3.5 billion for the build-out of this system, or approximately $120 million per year for 30 years.

- The sidewalk construction and intersection improvement activities would also require capital expenditure. A portion of this could be assumed to be covered by the construction of sidewalks as part of new development, which is often required to be done by the developer. However, some sidewalk retrofits and intersection improvements would be the public sector's responsibility. The costs for this have not yet been determined, but work on this is underway.

5. Transit system operations: service extensions

Transit system operations will be improved in several ways in the "preserve" scenario. A forthcoming strategy paper will provide more background on some of these; in the meantime, the RTA's Moving Beyond Congestion report, online at http://movingbeyondcongestion.com/, identifies a number of service enhancements that include these operational improvements.

The first of these involves low-capital transit service extensions. This included bus extensions planned by Pace and CTA; rail extensions were not included because their significant capital requirements did not match this scenario's focus on low-capital, operational improvements. For this purpose, the future transit networks that had previously been developed for the scenario planning portion of the 2030 RTP were used.



These extensions brought transit access to previously unserved parts of the region. Using a ½-mile buffer as the standard for calculating transit access, this increased the area within the region that has transit access by approximately 27% (in terms of land area). Because the areas were service was extended are generally less dense than those where service already exists, this had a smaller impact on people and jobs served; this strategy increased the number of households within ½ mile of transit from 2.8 million to 3.1 million, and increased the number of jobs within ½ mile of transit from 4.5 million to 5.2 million.

These extensions increased the service hours for public transit by approximately 19% (from 3,787 service

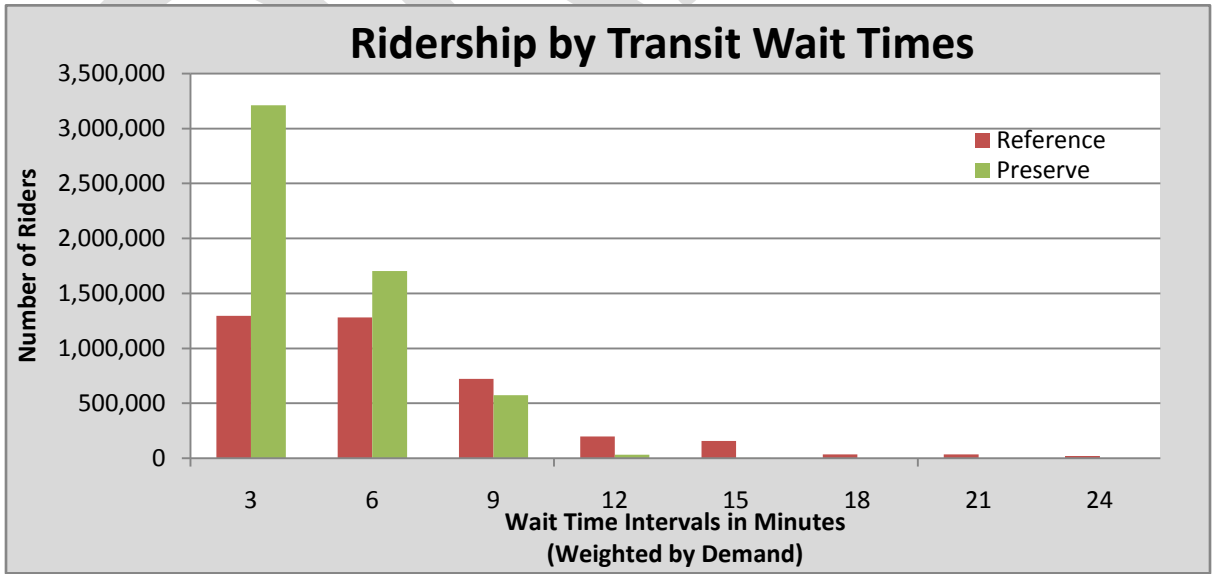
hours during the 2-hour am peak to 4,520 hours). Initial estimates indicate that this translates to an additional cost in the area of $65-$100 million per year.

6. Transit system operations: wait time reductions

A second operational improvement reduces wait times on existing transit services, making transit a more attractive mode of travel. (Please note that this identical strategy is also included in the "reinvest" scenario.)

This was reflected, in the transportation model, by cutting the average wait times for transit in half. Time spent waiting for transit is seen as more onerous than time spent on the vehicle, so reducing wait times will increase the attractiveness of transit even if in-vehicle time is unchanged. In the transportation model, before "deciding" what mode of travel to use, travelers consider the cost (including time) of each mode, so these wait time reductions will attract more riders to the transit system.

A reduction in wait times could be accomplished through a number of means. The frequency of service could be increased, shortening headways. Technological improvements such as traveler information can also reduce wait times by simply making arrival information available, and this strategy is explored further in the ITS-focused "innovate" scenario. Transit agencies also can (and do) make operational improvements to account for changing ridership and traffic patterns and improve schedule adherence; this can involve schedule modifications, route realignments, improvement of timed transfers, or larger restructurings (such as Pace's ongoing restricting initiatives described at http://www.pacebus.com/sub/initiatives/st_default.asp). Wait times can also be reduced without requiring major capital investment by policy changes that improve schedule adherence (such as reducing "bus bunching" by having mobile bus supervisors) and technological improvements. This strategy assumes that a combination of these methods will be used to achieve an average wait time reduction of 50%.



As with all of these strategies, this analysis was done to illustrate the effect of a systematic improvement. It did not consider the capacity of facilities to physically accommodate additional transit vehicles or reduced wait times. This is obviously a concern that would need to be addressed in detail if this strategy were to be pursued.

Among the means of reducing wait times described above, the only one that involves significant additional cost is adding vehicles to reduce headways. The other improvements (operational adjustments and policy changes) can actually reduce costs for transit agencies; for our purposes we simply assumed that costs and savings were approximately equal. As a starting point, the headway reductions were assumed to increase the service hours for transit vehicles by 25%. Further assistance from transit service boards will be needed to validate this assumption and assist with the estimation of potential costs.

7. Transit system operations: paratransit

Paratransit service is not addressed in the transportation model, but is an important part of the transportation system and is directly relevant to the concept of the "preserve" scenario. This strategy was therefore examined outside of the context of the transportation model.

For this discussion, paratransit service is divided into two parts. The first involves service required by the Americans with Disabilities Act (ADA) to be provided in any location that has fixed-route transit service. Any ADA-eligible individual who is unable to use fixed-route transit, but who is making a trip within ¾-mile of existing fixed-route service and within the hours of operation of that service, must be accommodated on paratransit. Pace provides this service for the entire region, including within Chicago.

Paratransit service offered by Pace in compliance with ADA requirements is estimated to cost approximately $100 million in 2009. Even without any additional service, the demand for paratransit service is likely to rise by 2040. Initial CMAP projections estimate that the number of elderly people (over 65) in the region will double by 2040, and the number of very old people (over 85) will more than triple. Elderly people are more likely than younger people to have disabilities that make them ADA-eligible, so this is an indication that the number of ADA-eligible residents will rise dramatically by 2040.

The second type of paratransit involves service offered beyond the requirements of ADA. Many townships or municipalities offer limited service to elderly or disabled residents, either through publicly operated programs or through vouchers for taxi service, for example. Several coordinated services, which cross jurisdictional boundaries, exist; the best examples of these are the Ride DuPage and the Ride-in-Kane programs, which are funded by a number of organizations (including Pace, who typically operates the service) and provide extensive options for travelers in terms of hours of operation, destination, and trip purpose. These programs are generally limited to elderly, disabled, or lower-income residents, but the threshold for eligibility is lower than the ADA standards.

This strategy involves the expansion of paratransit service of the second type, while also assuming that ADA requirements will continue to be met. Ride DuPage and Ride-in-Kane were

used as models for how a coordinated paratransit service, partially funded by local governments, might be expanded to include all areas in the region. The cost of implementing Ride DuPage or Ride-in-Kane type services that cover the remainder of the region (excluding Chicago) is currently being estimated.

The benefits of paratransit are difficult to express in similar terms to other transportation strategies. Because the number of riders is low in comparison to the entire transportation system, paratransit service expansion has little to no measurable impact on mode share, congestion, air quality, or other measures that can be calculated using a transportation model. However, it does provide very important travel options for people who have limited mobility, who otherwise may have been unable to get to work, medical appointments, or shopping. It therefore makes more sense to discuss the benefits of paratransit in terms of its improvement to overall health or quality of life for the individuals who use it.

8. Highway system operations: access management and increased intersection efficiency

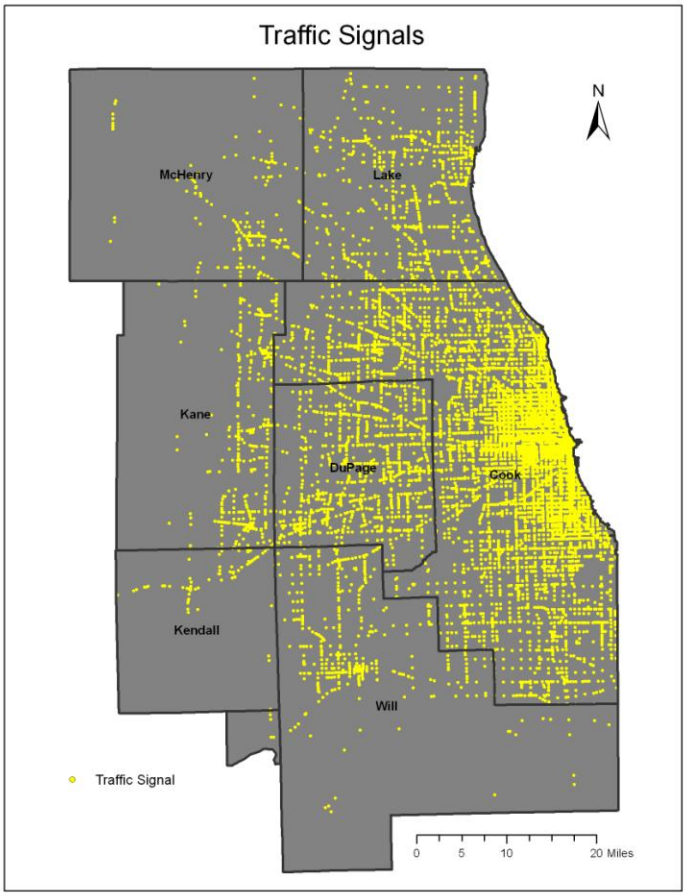
Two low-capital improvements to roadway operations were examined as part of this scenario. As with all strategies, these were applied systematically across the region; in this case, they were applied to all arterial roadways.

The first strategy involves access management, which is defined in CMAP's strategy paper on the subject (http://www.goto2040.org/WorkArea/DownloadAsset.aspx?id=13370) as "systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway." Access management usually reduces access points onto a roadway, which results in fewer turning conflicts and overall smoother vehicle operations, as well as improved conditions for bicyclists, pedestrians, and transit vehicles. This is not a new concept in the region, and many communities and roadway operators have conducted access management studies and pursued plans of this type.

In the transportation model, access management programs are represented by slightly decreasing delay on arterial roadways, but also adding a short distance onto automobile trips that begin or end in an area where access management was applied (to account for the use of a frontage road or combined access point rather than direct access from the roadway). The financial cost of access management programs, from a long-term perspective, is minimal; they are more accurately described as a policy change than a major investment.

The second strategy involves increased intersection efficiency, which basically involves the frequent optimization of signal timing. Transportation agencies that maintain signals periodically adjust signal timings to reflect constantly changing traffic conditions; standard practice is to optimize signals every 3 to 5 years. The "reference" scenario assumes that signal optimization occurs once every 5 years, and this is included among the activities necessary to maintain the basic operation of the transportation system. The "preserve" scenario increases the frequency of signal optimization, so that it occurs once every 3 years.

In the transportation model, this increased frequency of optimization is represented by a 5% decrease in delay at arterial intersections. This obviously has a greater impact on congestion in areas where signal density is higher; this is shown in the map to the right. There is not an additional capital cost required for more frequent optimization, but operational costs are higher, mostly reflecting more frequent signal timing studies. Initial cost estimates for signal timing studies vary from $5,000 (for a simple retiming) to $20,000 for a more detailed study; refinement of these cost estimates is still underway.



Results

The series of improvements made in the preserve scenario had substantial impacts on the operation of the regional transportation system. These results are described below. **Please note that model adjustments are still underway and these results will likely be modified.**

Vehicle miles traveled and vehicle hours traveled (total and in congestion)

When compared to the reference scenario, the elements of the preserve scenario reduced vehicle miles traveled (VMT) and vehicle hours traveled (VHT), both in terms of total travel and travel in congested conditions. In some cases, these reductions were significant; VHT in congestion dropped by 10% in response to these strategies.

However, these improvements were overwhelmed by the overall increase in tripmaking that is expected to occur by 2040 due to forecast population and employment growth. Although VMT in congestion and VHT in congestion showed improvements from the reference scenario, they still increased by around 50% over current conditions. This indicates that other means are needed beyond the transportation management and operations improvements in this scenario to address our region's congestion.

To provide more detail on the effect of transportation system performance on freight movements, truck traffic is reported separately. The strategies in the preserve scenario are slightly less effective at improving truck performance than they are for passenger vehicles. Because truck traffic is expected to increase at an even higher rate than other traffic, truck VMT and VHT in congestion increased by around 80% over current conditions. Explicit attention to truck travel, which is not a feature of the preserve scenario, may be needed to address this.

Vehicle miles traveled (VMT) and vehicle hours traveled (VHT)

Measure	Current	2040 reference	2040 preserve	Difference, preserve minus reference	Difference, preserve minus current
Total VMT	153,369,748	177,576,090	170,759,863	-6,816,227 -4%	17,390,115 11%
VMT in congestion	18,056,205	28,552,631	26,524,072	-2,028,559 -7%	8,467,867 47%
Total VHT	6,780,389	8,948,235	8,559,545	-388,690 -4%	1,779,156 26%
VHT in congestion	2,007,997	3,354,992	3,007,793	-347,199 -10%	999,796 50%
Truck VMT	33,399,469	41,877,161	41,676,376	-200,785 0%	8,276,907 25%
Truck VMT in congestion	3,298,410	6,468,943	5,941,855	-527,088 -8%	2,643,445 80%
Truck VHT	1,251,423	1,799,915	1,788,470	-11,445 -1%	537,047 43%
Truck VHT in congestion	320,489	625,332	569,336	-55,996 -9%	248,847 78%

Mode share

The "preserve" scenario resulted in considerable increases in transit ridership and the use of non-motorized modes (bicycling and pedestrian trips) when compared to the reference scenario, as well as a decrease in auto trips. When compared to current tripmaking, all modes increased, and transit and non-motorized trips both increased by over 60%. Transit mode share increased from 9% in the reference scenario (as well as currently) to just over 12% in the preserve scenario. Please note that these figures include all trips, not just work trips, and the total amount of trips made between the preserve and reference scenarios are approximately equal.

Trips by mode

Measure	Current	2040 reference	2040 preserve	Difference, preserve minus reference	Difference, preserve minus current
Auto trips	23,519,460	28,455,166	27,643,505	-811,661 -3%	4,124,045 18%
Transit trips	2,400,810	3,009,448	3,870,045	860,597 29%	1,469,235 61%
Non-motorized trips	355,706	489,598	578,030	88,432 18%	222,325 63%

Trip duration

The duration of trips fell between the reference and the preserve scenarios for both auto and transit trips, but by a much greater amount for transit trips. Transit trip time reduction was largely caused by decreased wait times, while auto trip time reduction was likely the result of relatively lower congestion. When compared to current conditions, the average duration of an auto trip was approximately changed, while the average duration of a transit trip was reduced by a moderate amount. Please note that this figure includes all trips; work trips are generally longer in duration than others.

Trip duration (average minutes of travel)

Measure	Current	2040 reference	2040 preserve	Difference, preserve minus reference	Difference, preserve minus current
Auto trips	21.7	22.9	22.4	-0.4 -2%	0.7 3%
Transit trips	35.2	37.0	32.8	-4.2 -11%	-2.4 -7%

Additional analysis

The next step in scenario analysis is to address the land use impacts of the transportation elements described above. The increase in transit trips, in particular, will lead to greater

accessibility and denser development near to transit services, as transit has been made relatively more attractive by the elements of this scenario.

Also, the results given above are simply for the transportation elements of the preserve scenario before any non-transportation strategies have been added. The scenario also includes the preservation of natural lands, the application of urban design techniques to support additional development in moderately dense areas, and the preservation of affordable housing, for example.

Once these land use changes have been accommodated, the transportation model will be used to allow this "land use feedback" to further influence its results. At this point, other results will be calculated such as air quality, land consumption, and the other measures that are being used to evaluate major capital projects, as well as non-transportation measures beyond these.

Results of "reinvest" scenario travel modeling

Introduction and purpose

The *GO TO 2040* plan, due to be complete in 2010, will make recommendations for policies, strategies, and investments in transportation and other fields. This document is part of a series that begins to examine potential plan recommendations by testing the effectiveness of "sample programs" of systematic improvements of different types.

In this case, a sample program for major systematic infrastructure investments was developed that is consistent with the general theme of the reinvest scenario. This scenario assumes that significant infrastructure investments in the transportation system are needed for it to continue to function. Each of the alternative regional planning scenarios subscribes to a different balance of capital and non-capital investment. This scenario includes the highest level of investment in transportation capital facilities.

Before reviewing the remainder of this document, please read the following notes, which explain its purpose and limitations:

- Implementation: This document does not address the responsibility for implementing the sample programs described here. This is very important consideration and will be addressed as a next step.
- Scenario context: Infrastructure investments will not be pursued in the absence of other strategies. CMAP recognizes that the benefits of the strategy are magnified when linked with land use policies that encourage growth in areas served by these investments, for example. As a later step, the transportation infrastructure investments will be analyzed along with other strategies; but for this series of documents, CMAP is attempting to isolate and examine the benefits of individual strategies.
- Specificity: The results of the analysis are not accurate at the individual facility level and further geographic detail beyond what is shown in this document cannot be given.
- Assumptions: To perform the analysis of the sample program described here, assumptions were made for appropriate locations for improvements and their effects. The purpose of the document is to allow these assumptions to be discussed and questioned.

The purpose of the analysis and modeling exercise is to determine, on a regional scale, where and to what degree systematic transportation infrastructure investments should be applied, how much such a program would cost and how it will impact key indicators.

Key assumptions

Any regional analysis and modeling process involves making assumptions. The fundamental assumptions for the systematic transportation infrastructure investments associated with the reinvest scenario involve the following:

- The definition of systematic infrastructure improvement strategies;
- The method for determining locations for improvements to be made; and

- The transportation impacts and fiscal impacts of implementing the strategies.

The assumptions within each of these stages of analysis will be fleshed out in greater detail below.

Definition and benefits of systematic transportation capital strategies

The capital improvement strategies included in the reinvest scenario are made in a systematic way, across all facilities of a certain type rather than on specific facilities. For this reason, the systematic improvements described in this document are different than specific major capital projects, which are being addressed separately.

A significant limitation in this analysis relates to the use of the transportation model to evaluate these strategies. The model is not constrained by physical conditions, and is able to add capacity to a facility even such a capacity increase is not feasible. Therefore the results of this modeling exercise should be seen as a conceptual test of improvement types, rather than a recommendation for specific capital improvements. This point will be re-emphasized throughout this document.

Research on estimated costs of these improvements is also underway, and this document does not currently contain cost estimates for most of the systematic improvements described.

The strategies described in this document include:

- Capital improvements to transit facilities (1)
- Transit headway reduction (2)
- Freight operations improvements (3)
- HOV / truck-only lanes (4)
- Arterials improvements in redeveloping and congested areas (5)
- Pedestrian improvements in redeveloping areas (6)
- Significant application of transit-oriented development to allow and encourage growth in areas served by transit is a major part of this scenario; while this is not expressly a transportation strategy it is also evaluated in this paper (7)

1. Capital improvements to transit facilities

Systematic capital improvements to transit facilities can increase speed of transit service, improve schedule adherence, and overall generate additional ridership. As noted in the introduction to this document, there is a difference between specific major capital projects and systematic capital improvements; this description focuses on these systematic improvements.

From a modeling perspective, the effect of these improvements was to increase the travel speed of public transit vehicles by 10%. This was done across the board, with the travel speeds of all transit vehicles increased by the same amount. While this is obviously not how this strategy would actually play out (i.e. some services may not experience any speed increase, and others

would increase by more than 10%), assuming a consistently applied speed increase is in line with the systematic approach of these strategies.

Speed increases were applied to transit vehicles of all types, although the actual improvements necessary to achieve the speed increase obviously vary. The types of improvements that are most relevant are consistent with the RTA's description of "enhancement" investments in the Moving Beyond Congestion report, online at http://movingbeyondcongestion.com/.

Bus improvements would include queue-jump lanes, intersection improvements to facilitate bus turns, designated bus-only lanes, station and stop improvements that allow fare pre-payment, and shoulder-riding enhancements, for example. Transit signal priority (TSP) would logically be a part of these improvements as well. For the purposes of consistency with the overall identities of the scenarios, TSP is included with other technology-focused features in the innovate scenario, but it is recognized that it is an important complement to other bus-based capital improvements. Rail improvements would primarily include track and structure upgrades as well as signal, electrical, and communication system improvements. Rolling stock upgrades would be relevant for both bus and rail transit.

Research shows that transit attracts more riders as speeds increase because transit travel times become more competitive with autos. Cross-city comparisons also indicate that improving transit speeds can also reduce congestion on nearby facilities or even systemwide.

A full analysis of the feasibility and cost of this strategy is obviously limited by the lack of consideration of existing physical constraints in the model results. However, evaluating the benefits of an across-the-board increase in transit speeds is still viewed as useful for long-range planning purposes.

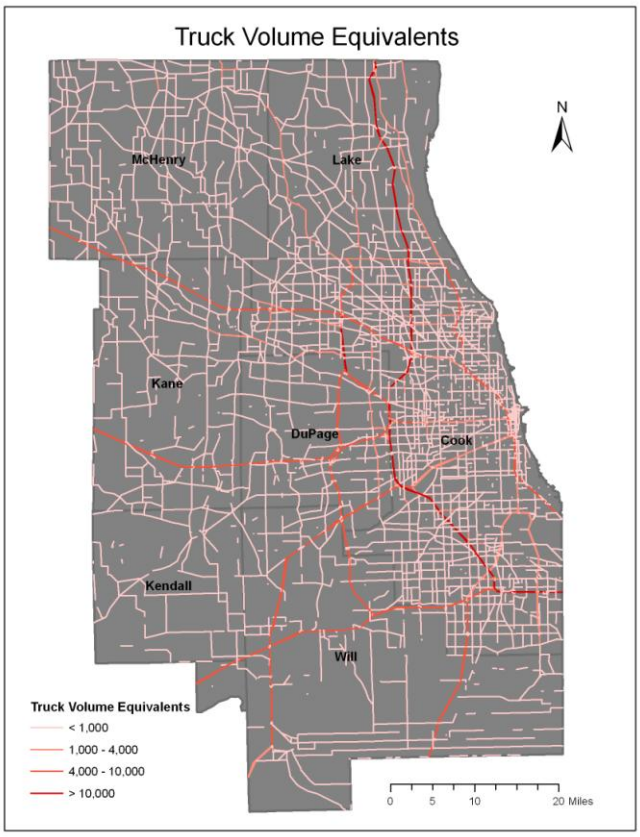
2. Transit system operations: wait time reductions

To be most effective, the capital improvements described previously would be linked with service enhancements so that the full value of the new capital additions could be realized. Please note that this strategy is identical to the wait time reduction strategy also described in the preserve scenario, but in that scenario, it occurred without any supporting capital improvements. To avoid unnecessary duplication, this strategy is not described here in detail.

3. Freight operations improvements

This strategy involves making roadway modifications to facilitate the easier movement of trucks. The reinvest scenario is meant to freight and related industries (including other goods production and movement industries), and facilitating truck access is an important part of this.

A wide variety of actions, including infrastructure improvements, management and operation strategies, and policy changes, can improve truck movements. These are described in more detail in a strategy paper on freight which will be released within several months. Improvements related to infrastructure include making intersection design changes to accommodate larger vehicles (as well as less costly measures such as removing parking,



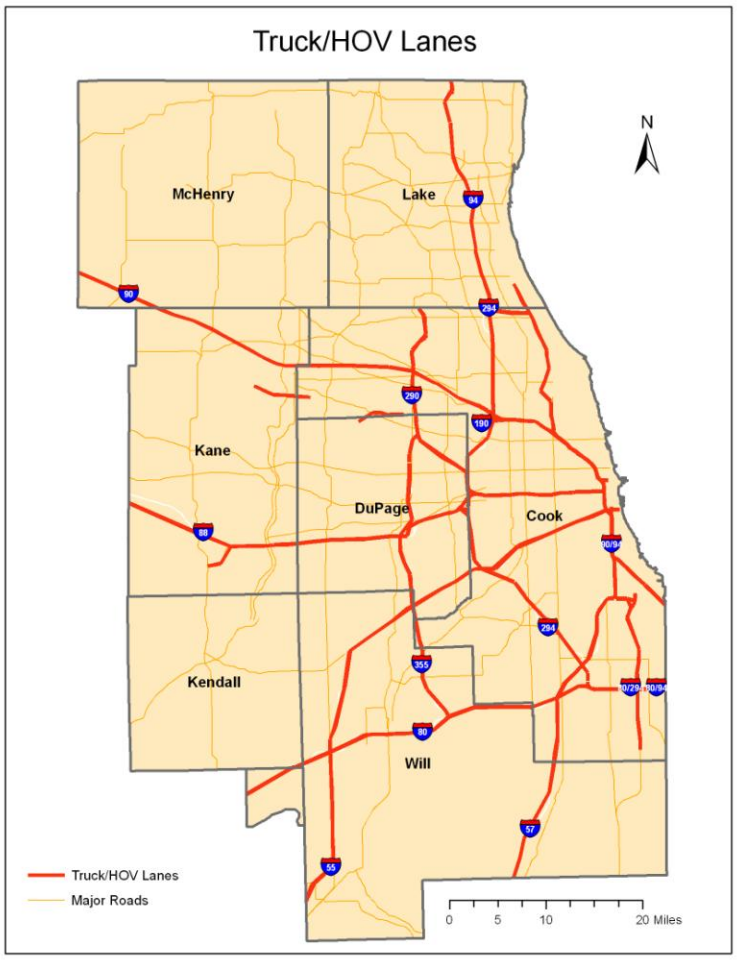
offsetting centerlines, and increasing sight distances), lengthening turning storage lanes, and addressing clearance issues. Non-infrastructure actions include designating additional truck routes, removing delivery restrictions, planning for loading zones and truck access within site design, and designating parking and staging areas. A combination of these various actions is assumed to make up the freight operations improvements in this scenario. Truck equivalent volumes in 2040 are shown in the map to the left.

The transportation model accommodates these actions by making trucks operate more like smaller vehicles. Within the model, trucks are "weighted" by their size to represent their equivalence to a certain number of passenger cars. This strategy reduces those weights. This not only speeds the movement of trucks, but it also reduces overall congestion for other vehicles on the same facilities. Based on the actions described above, this appears to be a reasonable effect; improving the ability of trucks to make turns, for example, can also improve traffic flow for other vehicles.

However, some intersection or roadway improvements that facilitate travel by trucks can have negative impacts on bicycle or pedestrian environment or other community features. Some of this can be mitigated through good facility design, but separation of high-freight roadways and pedestrian and bicycle facilities is also advisable. In this modeling exercise, the potential negative impact of increased truck volumes on non-motorized modes was not calculated.

4. HOV / truck-only lanes

This strategy tests the effectiveness of adding capacity but restricting its use to a certain class of vehicles; in this case, adding a lane for the exclusive use of trucks or HOVs was tested. This is treated as a type of managed lane, described in a CMAP strategy report online at: http://www.goto2040.org/managedlanes.aspx. Other types of managed lanes include dedicated express or reversible lanes, HOT lanes, or lanes where congestion pricing is applied (which is included as an explicit strategy in the innovate scenario). The focus on truck traffic in this strategy is consistent the scenario's general intent to support freight movement in the region.



As noted earlier, this analysis is done to assess the systematic application of a type of capital facility and does not represent any specific, identified major capital projects. It is not expected that the additional lanes would be for the use of both trucks and HOVs in the same lane; one or the other of these vehicle classes would be specified. The physical feasibility of this strategy has also not been addressed.

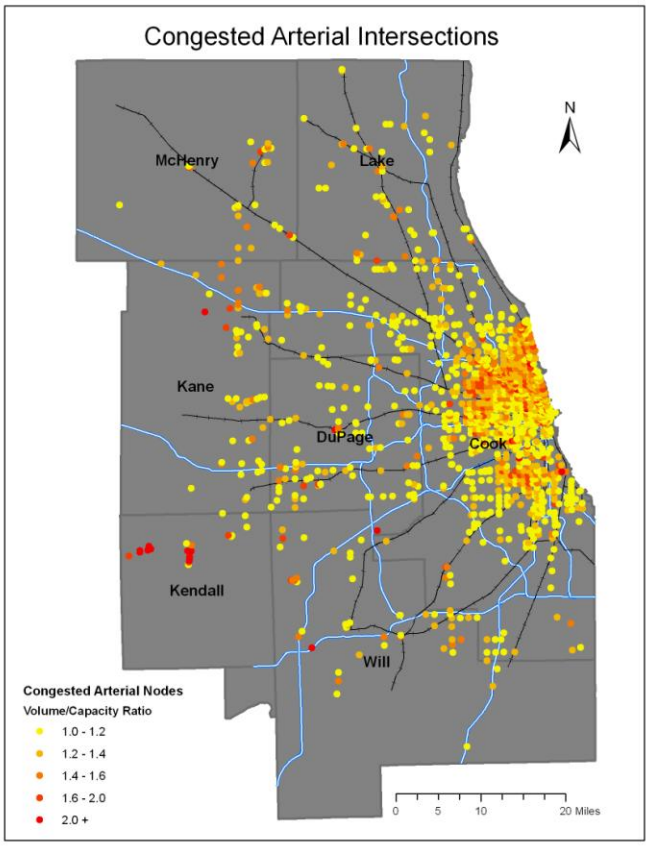
This strategy was modeled by adding capacity to every expressway in the region, and this capacity was designated for the exclusive use of trucks or HOVs; this is essentially the equivalent of adding a lane for this purpose. This was also applied to interchanges and ramps in a systematic way. In the transportation model, trucks or HOVs were permitted to use other lanes if they chose, but no other vehicles could use the new designated lane.

5. Arterial improvements in redeveloping and congested areas

While the major focus of this scenario is on infrastructure improvements that support transit and freight, roadway improvements designed to address congestion in higher-density areas are also included. These improvements are in addition to the freight operations improvements already described.

Roadways where improvements to provide additional capacity were targeted were identified by selecting higher-density areas within the region (more than 3,000 households and jobs per square mile). Within these areas, arterial segments that had volume/capacity ratios over 1.0 (in other words, arterials that were experiencing congestion) were selected. This selection process was done to support redevelopment in dense areas of existing communities, with the assumption that infrastructure improvements may be necessary to continue to attract growth and development to these areas. The reinvest scenario includes the highest density development pattern of the three alternative scenarios, and it is assumed that improvements to existing infrastructure are needed to support this development pattern.

Capacity increases could be provided through a variety of means, not limited to roadway expansions. Some of the strategies described in the preserve scenario, including access management and frequent signal optimization, would accomplish this, as would ITS features that are further described in the innovate scenario. Practically, any improvements to arterials would also need to be balanced with consideration of non-motorized and transit trips, which are also important modes to support in dense, redeveloping areas. For this initial systematic assessment, potential conflicts between arterial capacity increases and the pedestrian environment (for example) were not evaluated, but this would clearly need to be done before any strategy such as this would be recommended.



The map to the right shows levels of congestion on arterial roadways with volume/capacity ratios over 1.0 and high surrounding densities. Please note that the extremely high levels of congestion shown in western and central Kendall County are the result of model errors which are being investigated.

As with all strategies, the physical feasibility of adding capacity to these roadways was not included in this initial modeling exercise, and costs still need to be estimated as well.

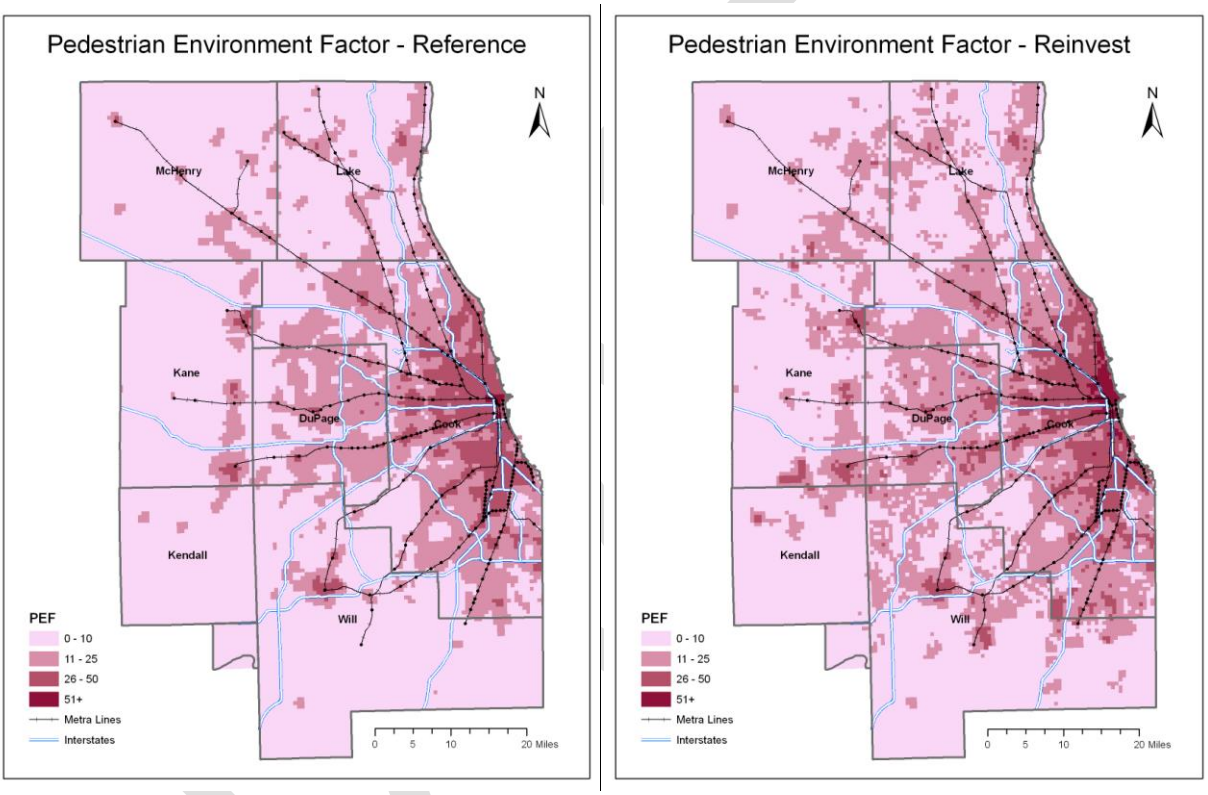
6. Pedestrian improvements in redeveloping areas

Improvements to the pedestrian and bicycle systems are reflected through increases in the Pedestrian Environment Factor (PEF). This is more fully explained in the preserve scenario description and will not be duplicated here.

The reinvest scenario also includes increases to PEF, but less intensely than the preserve scenario. The most significant PEF increases occurred in response to household or job growth. Growth and land use change provides an opportunity to increase PEF through design that incorporates the needs of pedestrians and bicyclists. PEF was assumed to increase proportionally to new growth occurring in each subzone. This is assumed to be accomplished primarily through sidewalk construction and intersection improvements, including retiming for pedestrian access and physical redesign.

Urban design features will also increase PEF but are not fully included in this analysis. Application of urban design features, which include changes in land use, site layout, building aesthetics, and others, are being analyzed as part of the urban design strategy. When this is complete, additional increases in PEF to reflect these urban design improvements will occur beyond what is covered here.

Also please note that the PEF increases shown in the maps below are based on reference forecasts, which are simply extrapolations of NIPC's 2030 forecasts. A different forecast of households and jobs is being prepared for each alternative scenario based on the strategies included in each, and once this is used instead of the reference forecast, it will affect the changes to PEF.



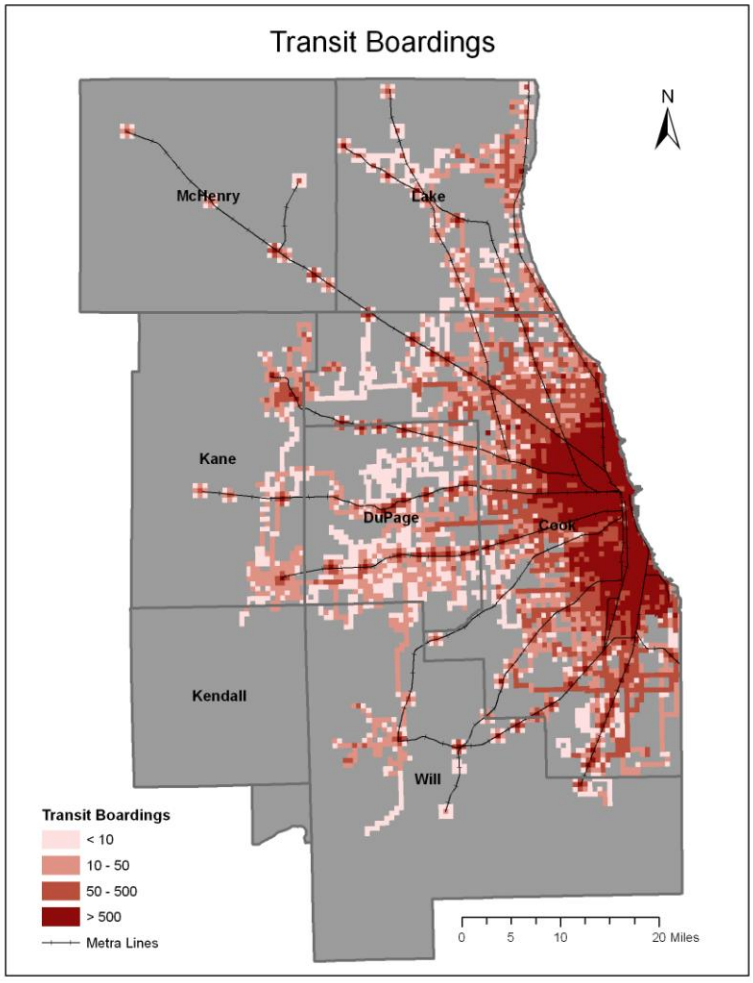
As with other strategies, there is clearly a need to estimate implementation costs for the new PEF improvements, but this is still underway. As with the preserve scenario, because most of the PEF increase accompanies new growth, some cost is likely to be borne by developers as part of this new development.

7. Transit oriented development

Transit oriented development (TOD) is a major part of this scenario, and even though it is may be more of a land use than a transportation strategy, it has significant transportation impacts. TOD is described in a strategy report that includes TOD as one common application of urban design, online at: http://www.goto2040.org/urbandesign.aspx.

The potential of different parts of the region to implement TOD was estimated by comparing assessed land value to the quality of transit service. Average equalized assessed land value was calculated for each area in the region, creating a land value index (LVI) that was used for this purpose. Assessed land values were collected from assessors offices across the region to support the development of the infill snapshot in 2007; this report is available online at: http://www.cmap.illinois.gov/snapshot.asp. These were then equalized based on the different assessment practices between counties. There is a high correlation between LVI and density, and it is assumed that changes in land use regulations that allow higher densities will have a corresponding increase on LVI.

Quality of transit service is challenging to measure, and several methods were considered to estimate it. Ultimately it was assumed that the level of ridership on a given transit service is a reasonable (though not perfect) proxy for its attractiveness. The map to the right shows the number of transit boardings for each subzone in the region. Metra boardings were "spread" to immediately adjacent subzones beyond the one in which the station was actually located.



This analysis assumes that the improvements in transit service in this scenario, plus the widespread adoption of TOD concepts regionally, will lead to considerably higher densities in places with current high levels of transit service but low land values, as measured by LVI. To reflect this, for each subzone, LVI was compared to number of boardings and equalized. In areas where the number of boardings would predict a higher LVI than actually existed, LVI was increased proportionally. This is assumed to reflect changes in land use regulations in these areas that permit higher density development, which would drive a LVI increase. This process led to significant increases in LVI on Chicago's west and south sides and also around many Metra stations throughout the region.

Within the transportation model, an increase in LVI will attract new growth to an area. Therefore this strategy will have the effect of increasing household and job growth in areas with

good transit access but currently low density. After the "land use feedback" stage of the model is done, this will likely have an impact on transit ridership.

Results

The results of the reinvest scenario are still being calculated, but will be reported when available using the same methods as the preserve scenario.

The next step in scenario analysis is to address the land use impacts of the transportation elements described above. A number of the strategies will likely increase development in existing communities, and the TOD strategy in particular will lead to denser development near to transit services.

Also, the results given above are simply for the transportation elements of the preserve scenario before any non-transportation strategies have been added. The scenario also includes redevelopment of brownfield sites, economic incentives to support redevelopment in areas with existing infrastructure (and the goods movement industry in particular), an aggressive program of agricultural preservation, and affordable housing programs, for example.

Once these land use changes have been accommodated, the transportation model will be used to allow this "land use feedback" to further influence its results. At this point, other results will be calculated such as air quality, land consumption, and the other measures that are being used to evaluate major capital projects, as well as non-transportation measures beyond these.